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# Oregon Trail- Bear Lake Scenic Byway Corridor Management Plan

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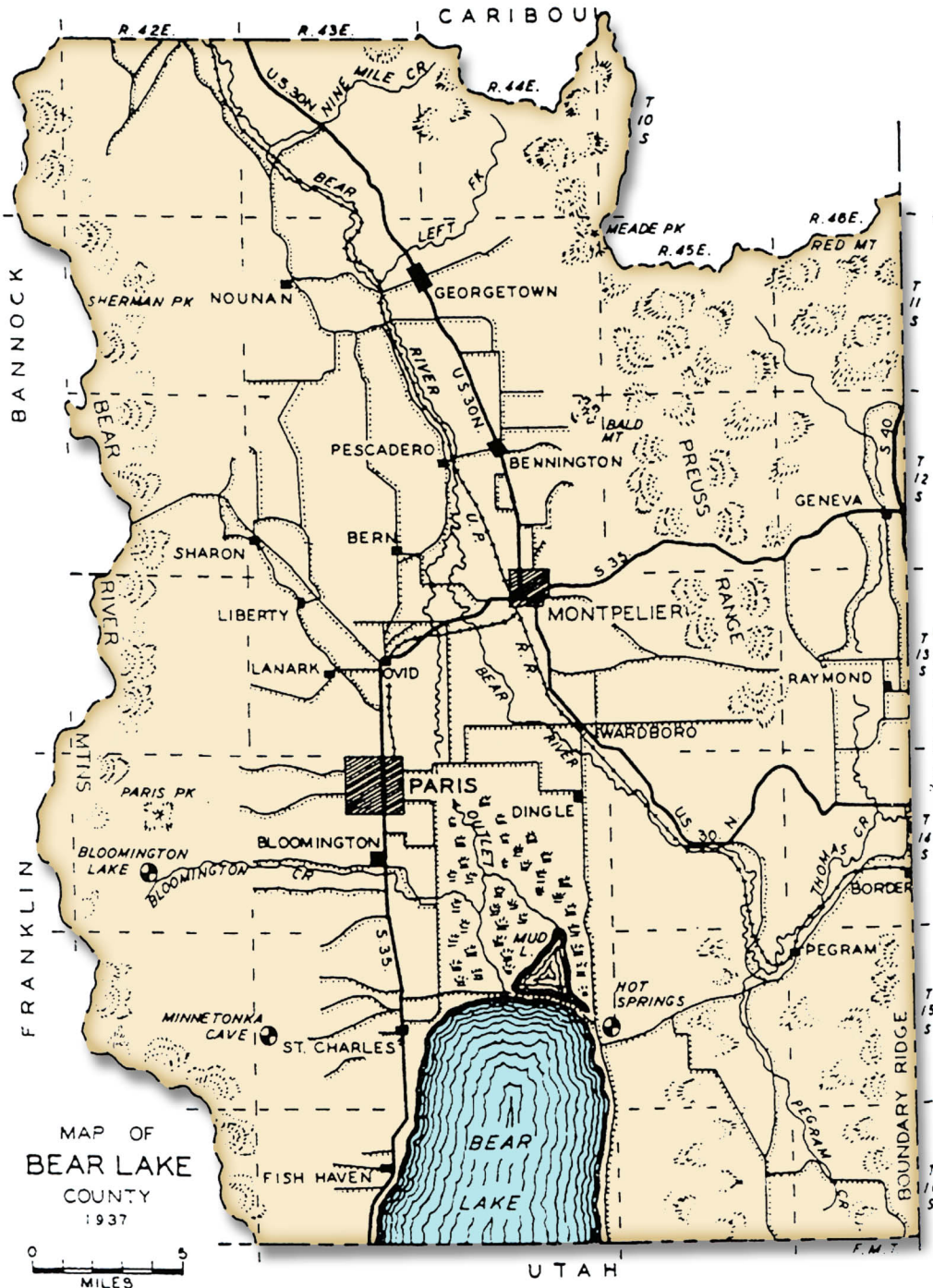
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# CHAPTER 1

## EXECUTIVE SUMMARY

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### EXECUTIVE SUMMARY

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*"By making our roads highways to the enjoyment of nature and beauty, we can greatly enrich the life of nearly all our people in the city and countryside alike."*

PRESIDENT LYNDON JOHNSON

(From his *Message on Natural Beauty*, 1965)

Typically, Americans experience the city and the countryside from the road. When asked to name our favorite outdoor recreation activities, Americans have historically ranked driving at or near the top of the list. Whether we are sightseeing, cruising or commuting, we are doing over two trillion miles of it every year.

Scenic roadways are important. They provide an escape route for city dwellers in search of unspoiled environments and rural traditions. They tie together our national forests and state parks with graceful ribbons of pavement and provide important links with communities whose economic fortunes are closely tied to tourism revenue.

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### THE NATIONAL SCENIC BYWAYS PROGRAM

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In 1965, President Johnson signed the Highway Beautification Act of 1965, which called for scenic development and road beautification of the federal highway system. However, it was not until 1987 that President Reagan's Commission on Americans Outdoors recommended the establishment of a national network of scenic roadways.



*Summertime in the Caribou National Forest (Photo by Kirk Keogh)*



Two years later, the Scenic Byway Study Act of 1989 was introduced to the U.S. Congress. In 1991, with the passage of the Intermodal Surface Transportation Enhancement Act, (ISTEA) the National Scenic Byways Program was born (Bishop, 21).

With the availability of federal funds and state oversight, many highway corridors are being rediscovered and tapped for beneficial use. Today, throughout the U.S. the byways program is in full swing with our national scenic, historic, cultural resources being managed and improved to benefit the local economies and provide us all with enduring glimpses of America. The benefits of a byway management plan, developed by involving all jurisdictions, property owners, and interested people can lead to enriched local economic diversity, partnerships, and resource oversight.

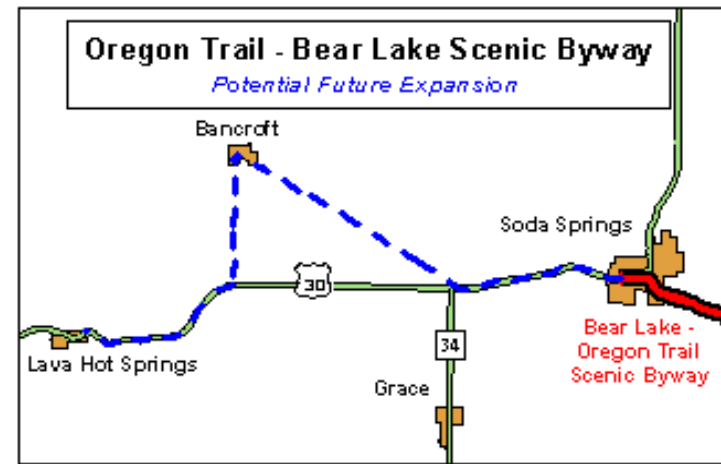
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## OVERVIEW

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Southeastern Idaho is a scenic and historic gem often overshadowed by better-known Idaho tourist destinations. In 1989, local residents and business owners of Bear Lake and Caribou Counties, well aware of the emerald blue waters of Bear Lake; the significant contribution of the region to western U.S. history; and the growing national quest for open spaces requested Idaho Transportation Department (ITD) create the Bear Lake-Caribou Scenic Byway. Originally, the byway extended from the Idaho-Utah border on US 89 to Montpelier, then north on US 30 to Soda Springs. At Soda Springs the byway met the Pioneer Historic Byway and the two byways shared Idaho SH 34 north and east to Freedom at the Wyoming border.

In early 2000, with funding provided by local public and private agencies and ITD, a Bear Lake-Caribou Scenic Byway Management Team composed of local representatives began meeting and formulating a management plan. As part of these discussions, team members met and recommended that the byway name change to the **Oregon Trail-Bear Lake Scenic Byway** to reflect the byway's addition of the new National Oregon/California Trail Center in Montpelier. US 30 parallels the original Oregon/California Trail. In addition, it was agreed that the new byway should terminate at Soda Springs. With the Pioneer Byway extending along SH 34 to the Idaho/Wyoming border, there was little value in extending another byway along the same route. However, the farsighted team members felt that an extension of the byway definitely should be a future



consideration. An excellent addition to the byway might include Bancroft and Lava Hot Springs, with eventual connection to I-15.

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## DEVELOPMENT PROCESS

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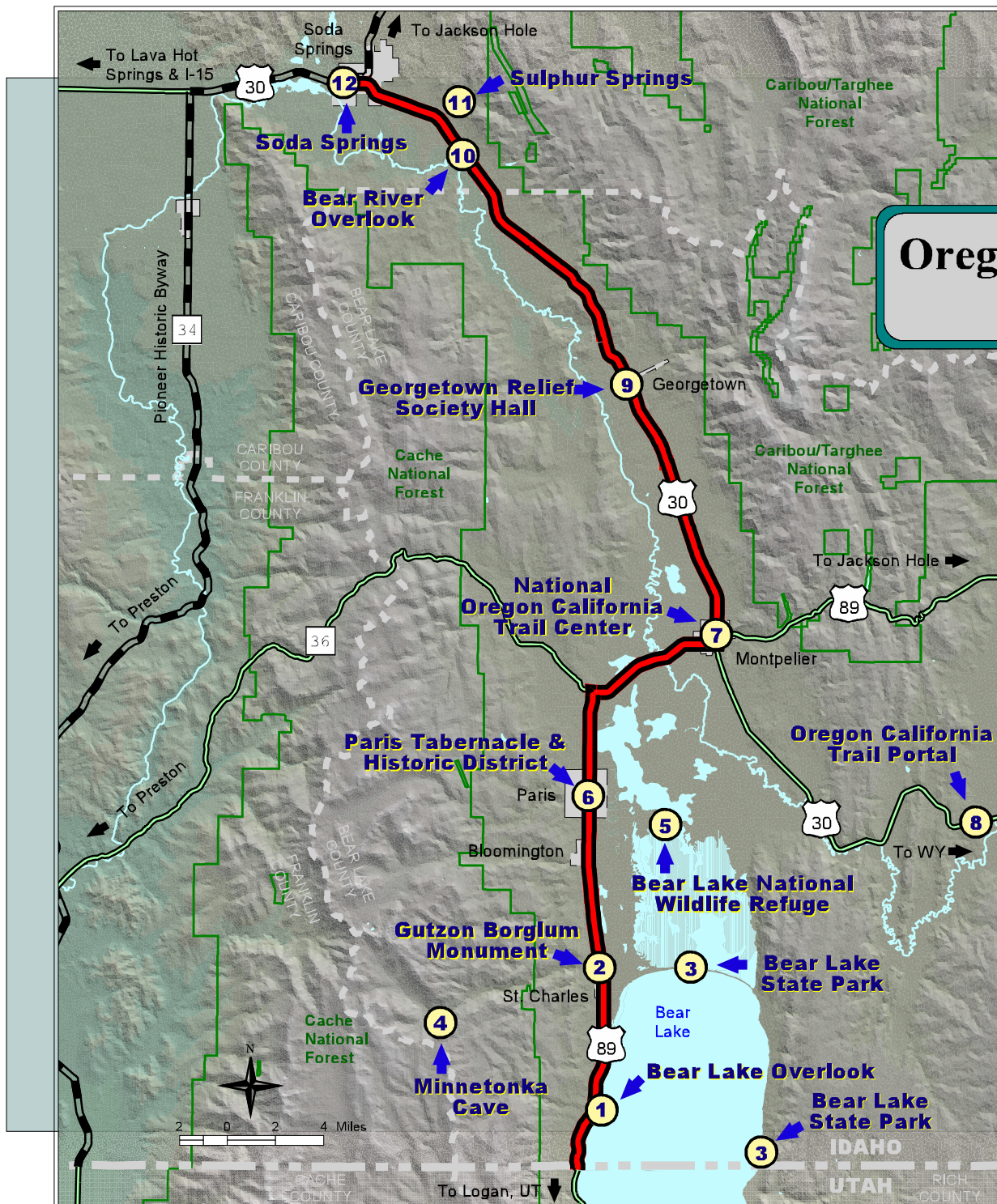
Beginning in mid-2000, a partnership of nearly 30 officials and representatives of byway cities, counties, and communities, federal and state offices, and Native Americans, joined with consultants to discuss the initial corridor management plan for the byway. Now, in mid 2001, the byway management plan takes the local vision, goals and objectives and produces strategies and actions for making the byway a regional economic asset. Following review of the document by team members, opportunities for local public review and comment were provided in early 2001 in Soda Springs and Montpelier.

It should be noted that the management plan is not regulatory and it has no legal standing. However, it is anticipated that once the plan is completed by the management team that Bear Lake and Caribou Counties will approve resolutions adopting the plan. Essentially, the management plan is a description of the byway and surrounding areas, with ideas on how the visitor's experience could be enhanced and providing support for tourism and economic development. Finally, the byway plan is intended to be a flexible tool and annual reviews including updates and edits only make the plan stronger and are encouraged.



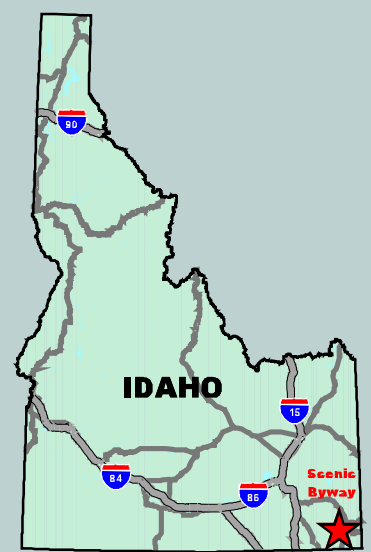
*Members of the Byway Management Team During a Visit to the National Oregon/California Trail Center*





# Oregon Trail - Bear Lake

## Scenic Byway



**3** Recommended Sites  
(see chapter 4).



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## PROJECT VISION AND GOALS

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Together byway management team members formulated a byway vision statement. The purpose of the vision is to provide a common understanding of what makes this particular southeast Idaho corridor special. Statements provide long-term direction and a policy framework for the subsequent adoption of other plans and new ordinances.

### VISION STATEMENT

“The Oregon Trail-Bear Lake Scenic Byway is a showcase for balancing economic development efforts and protection of the scenic beauty and rich history of southeast Idaho in order to attract travelers to the region’s historic, educational, and recreational resources while respecting local established lifestyles.”

### GOALS

The Byway will:

- ✍ Provide safe opportunities for travelers to enjoy the natural splendor, and rich history through signs, markers and interpretation along the byway.
- ✍ Provide new economic development opportunities.
- ✍ Provide an opportunity to develop sustaining private/public partnerships to manage the byway.
- ✍ Increase the tourist season and the average visitor stay.
- ✍ Balance new tourism development with the existing quality of life.
- ✍ Promote local awareness and appreciation of the cultural, and recreational opportunities.

- ✍ Foster community beautification efforts to ensure a quality experience for visitors and promote local community pride.
- ✍ Ensure traveler safety while efficiently moving people and commerce along the byway.
- ✍ Support local public and private efforts to develop visitor facilities.
- ✍ Provide good stewardship of the area’s resources and respect for the rights of property owners.
- ✍ Keep visitors on the byway as they pass through Idaho to other destinations.



*The Bear River Valley*

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## BYWAY INTERPRETIVE SITES AND MAP

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In the fall of 2000, the byway management team reviewed, examined and traveled the byway to select 12 preferred interpretive or resource sites (see Byway Map, Figure 1). Numerous potential scenic, cultural and historic sites were discussed by the team and evaluated based on the following criteria:

- ?? Site access and safety
- ?? Promoting the vision, and goals of the byway
- ?? Private property rights
- ?? Development costs
- ?? Equal distribution of the sites along the byway

Chapter 4, Key Site Strategies provides background narrative, recommendations and costs for each interpretive site. The recommended sites are listed below:

1. Bear Lake Overlook
2. Gutzon Borglum Monument
3. Bear Lake State Park
4. Minnetonka Cave
5. Bear Lake National Wildlife Refuge
6. Paris Tabernacle and Historic District
7. The National Oregon-California Trail Center and Montpelier Historic District
8. Big Hill Oregon Trail Site
9. Georgetown Relief Society Hall
10. Bear River Overlook
11. Sulphur Springs
12. Soda Springs

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## BYWAY MANAGEMENT AND IMPLEMENTATION

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The combination of expansive views, beautiful lakes and streams, forested landscapes and irreplaceable historic resources make the Oregon Trail-Bear Lake Byway corridor a special resource. Due to the value of these intrinsic resources, careful management and implementation of the byway plan should be a priority for city, county, community, state, and federal officials. Table 8-1, Chapter 8 provides a synopsis of the proposed byway management strategies and short, intermediate and long-range implementation actions to convert goals to realities.

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## GLOSSARY

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### ACRONYMS

- ITD – Idaho Transportation Department
- ISTEA – Intermodal Surface Transportation Efficiency Act, (Federal)
- TEA-21 – Transportation Efficiency Act, 21<sup>st</sup> Century, 1999 (Federal). This act was an extension of ISTEA.
- SH – State Highway
- US – U.S. Highway

### DEFINITIONS

Corridor – The road or highway right-of-way and the adjacent area that is visible from and extending along the highway. The distance the corridor extends from the highway could vary with the



different intrinsic qualities. (Federal Register, National Scenic Byways Program, 1995)

Corridor Management Plan – “A written document that specifies the actions, procedures, controls, operational practices, and administrative strategies” to maintain the scenic, cultural, historic, recreational, archeological and natural qualities of the scenic byway. (Federal Register, National Scenic Byways Program, 1995).

Oregon Trail-Bear Lake Scenic Byway – a highway corridor extending from the Idaho-Utah state border on US 89 north to US 30, then north and east to SH 34 in Soda Springs. Length: 54 miles

Oregon Trail-Bear Lake Byway Management Team – A group of 25 volunteers (see Acknowledgments) responsible for overseeing the direction, process and content of the Oregon-Trail-Bear Lake Scenic Byway Management Plan.

Resource Site – An asset, attribute, or source of information that is associated with an entire community, region, or area.

Scenic Byway – “A public road having special scenic, historic, recreational, cultural, archaeological, and/or natural qualities that have been recognized as such through legislation or some other official declaration” (Federal Register, National Scenic Byways Program, 1995).

Site- A specific location.

# CHAPTER 2

## INTRODUCTION

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### INTRODUCTION

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*For the road cannot be considered in isolation. It is not just a track for motorists; it is an all-embracing, all-penetrating network that, together with the vehicles on it, the signs, the bridges, the roadside ancillaries, is an integral part of our life and landscape.*

(Raymond Spurrier, *Man-Made America* p 275)

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### CORRIDOR PLANNING

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For a number of years, design professionals, planners and others have examined the problems and potentials posed by roadway corridors. In 1963, Christopher Tunnard and Boris Pushkareve, in their book, *Man-Made America*, presented a compelling argument in favor of a broader notion of roadway planning and design. Their criticisms of highway design and roadside clutter provided a solid foundation for Lady Bird Johnson's national beautification campaign. Others in the 1960s including Peter Blake, Kevin Lynch, Donald Appleyard, William Whyte, explored the condition of transportation routes. Whether their work

focused specifically on the street, the road, or the freeway, the verdict was the same: too little attention has been given to the "big picture" design issues that profoundly affect the quality of our lives (Bishop 3).

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### CORRIDOR DESCRIPTION

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Beginning at the Idaho/Utah state line, the Byway travels nearly 54 miles to Soda Springs. U.S. 89 passes ten miles along the west side of pristine Bear Lake continuing north through Bear Valley, connecting Fish Haven, St. Charles, Paris, Ovid, and Montpelier. At Montpelier the byway turns northward to US 30 and encounters the towns of Georgetown, and Soda Springs. Besides the unforgettable Bear Lake, the bucolic byway drive offers outstanding views of Caribou/Targhee National Forest and Cache National Forest, Bear River, Georgetown Canyon and vistas of early immigrant trails. Hiking, biking, birding, cross-country skiing, snowmobiling, fishing, hunting, golfing picnicking and camping opportunities are plentiful.

Equally alluring along the byway are the many historic sites that highlight the region's role in the Oregon Trail migration and early Mormon settlement. The National Oregon/California Trail Center, Big Hill, Sulphur Springs and the century-old Paris Latter Day Saints (LDS)

Tabernacle provide unhurried, peaceful, opportunities to relive the remarkable accomplishments of early western US settlement. At Soda Springs, the byway connects with Idaho SH 34 and the 127-mile Pioneer Historic Byway.



*A view of the Bear River Range. The rocks on the skyline are Proterozoic Brigham Group Quartzite, the rocks in the low hills are Mesozoic Sedimentary.*

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### **BYWAY THEME: SCENIC**

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Although the byway's primary theme is "scenic", the Oregon Trail-Bear Lake Scenic Byway has equally important secondary themes. Historic and recreational attractions abound in the area as well.

A scenic designation includes much more than just the roadway pavement, right-of-way area, and adjacent roadside. Its boundaries include the elements that make-up the outstanding scenic images of the mountains,

Bear Lake, and the Bear River Valley as well as the facilities for enjoying them. The features found within these areas may include lakes, streams and wetlands; striking stands of forests or grasses; outstanding mountain views; pastoral views; and historic and cultural resources. In areas of flat terrain or on high ground, the byway corridor may extend for miles in horizon-to-horizon vistas.

The recent completion of the National California-Oregon Trail Center in Montpelier, the unique Paris Tabernacle coupled with the Soda Springs historic sites have revitalized interest in the region's role in western U.S. history. This is nowhere more evident than in the suggested name change of the Byway which acknowledges the Oregon Trail and Bear Lake contribution's to the corridor.

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### **PURPOSE OF A BYWAY CORRIDOR MANAGEMENT PLAN**

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As part of the byway's designation, a Corridor Management Plan is required. This crucial planning document provides a **local** and consolidated long-term vision of the byway. The Plan provides a written history of the planning process and goals for the byway. Further, it lays out strategies to promote the corridor while balancing the care and conservation of the valuable scenic, historic and cultural sites. Importantly, a byway management plan is an essential platform in forming partnerships, seeking funding, and gaining consensus for economic development activities.

Establishing higher standards for site planning and design within corridor areas is important because these corridors have such a profound impact on our perceptions of community character. Planning strategies that seek to capture and enhance the features that create special

experiences should not be dismissed as mere window dressing. Attractive and well-planned corridors can prompt visitors to extend their stay or make a return trip; encourage appropriate development or redevelopment; and attract people for the first time.

The Oregon Trail-Bear Lake Scenic Byway Management Plan:

- ☞Identifies the location of the route and its corridor;
- ☞Describes the physical condition of the road and its safety;
- ☞Analyzes and describe the intrinsic qualities of the road (cultural, historic, scenic, recreational and natural);
- ☞Identifies the services and facilities that are in place and those that are needed to meet the requirements and expectations of both visitors and local residents and businesses;
- ☞Describes how promotion and marketing of the route will be accomplished, and
- ☞Describes the byway action plans.

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## BYWAY PLANNING PROCESS

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The Byway Management Team consists of 24 members, representing a diversity of agencies, and interests from Caribou and Bear Lake Counties, (see the Acknowledgements, front inside cover). The Team has been selfless in its regional outlook under the proactive leadership, and support of Co-chairmen, Tony Varilone, Caribou National Forest (retired) and Craig Thomas, Deputy Director of the Bear Lake Regional Commission. The management plan looks beyond local interests to recommend resources and strategies that benefit the region.

In September 2000, the management team and consultants toured the byway from the Idaho-Utah state line to Soda Springs providing everyone with a first-hand look at the myriad scenic, historic and recreational site possibilities. In the end, 12 key sites were selected with many recommendations for site improvements (see Chapter 4). In late 2000, the co-chairmen organized a byway management team meeting to discuss the merits of a byway name change to more accurately reflect the byway's resources and the recent addition of the California-Oregon Trail Center in Montpelier. As a result of the meeting, the Bear Lake-Caribou Scenic Byway was unanimously replaced by the **Oregon Trail-Bear Lake Scenic Byway**. This name change will require approval by the Idaho Transportation Department.



*The Byway Management Team at Sulphur Springs*

Opportunities for public involvement continued with advertised public open houses in Soda Springs and Montpelier in early 2001. In addition, members of the management team organized a regional logo contest to create a new byway logo.



# CHAPTER 3

## RESOURCE MANAGEMENT STRATEGIES

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### AUDIENCE PROFILE

Southeast Idaho remains one of the Northwest's best-kept secrets. Local fishermen and serious history buffs have always sought out the rich recreation and cultural sites. Though located in an often overlooked area, the byway's remoteness is also its attraction. Actually the byway is very accessible by US 30, US 89, SH 36 and SH 34.

At present, locals and visitors enjoy the byway for sightseeing, scenic and historic sites, hiking, fishing and camping. Sports enthusiasts enjoy mountain and road biking, snowmobiling, cross-county skiing, boating, swimming, and hunting. Each year, urban dwellers from the surrounding region seek the beauty, tranquility and history of the Byway. South of the Oregon Trail-Bear Lake Byway are the growing cities of Logan, Ogden and Salt Lake City, Utah. To the northwest is Pocatello and Idaho Falls. The byway benefits from being on US 89, a popular route to Jackson Hole, Grand Teton, and Yellowstone National Parks.

#### Proposed Audience Goals:

- ?? Enhance the traveling experience of the traveler.
- ?? Encourage visitors to enjoy the area at a leisurely pace.

- ?? Instill a greater appreciation of the scenic, historic, natural and geologic resources of the byway.
- ?? Reach a broad and diverse audience.
- ?? Identify recreational and natural resources.
- ?? Educate visitors to protect and preserve resources
- ?? Encourage visitors to respect privacy and lifestyles of Byway residents.



*Bear Lake National Wildlife Refuge*

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## OVERALL CORRIDOR DESIGN STRATEGIES AND RECOMMENDATIONS

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Strategies for improving and enhancing the byway include:

- ?? Entrance Portals: New byway portal signs at Bear Lake, Soda Springs and east of Montpelier on U.S. 30.
- ?? Directional Signing: Upgrade guide and byway signs to identify byway sites. A new logo for the scenic byway will provide continuity and easy recognition.
- ?? Visitor Information Centers: New visitor orientation facilities at Montpelier and Soda Springs.
- ?? Key Resource Sites: Provide consistent standards for identification access, interpretation and on-site amenities. Make needed improvements to key sites.
- ?? Interpretive Signage: Each site tells a piece of the story of the byway. Accurate and informative signage and displays are designed to stimulate interest. Part of the message is to educate visitors concerning the importance of the sites.
- ?? Informational Kiosks: Byway kiosks will be developed at key locations to provide local and regional orientation.
- ?? Trailhead Development: Existing trails and a few new trails are proposed. There are opportunities to develop trails along segments of the Oregon Trail.

- ?? City Entrance Beautification: Develop plans and action program for enhancing city entrances.
- ?? Scenic and Historic Overlooks: Three overlooks are proposed. Portal interpretive signs are to be located at Bear Lake and another on US 30 near Thomas Fork Creek.



*Butch Cassidy and His Gang Once Held up the Montpelier Bank*

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## INTERPRETIVE GUIDELINES

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The common theme linking the Oregon Trail-Bear Lake Byway is its scenery, history and recreation. From early explorers, trappers, Native Americans, Bear Lake rendezvous, Oregon Trail emigration to Mormon Settlement, the byway presents a compelling history. Byway guidelines include using native materials for outdoor exhibits, which blend with the surrounding landscape.

OREGON TRAIL-BEAR LAKE SCENIC BYWAY

PAGE 3-2

Interpretation of byway resources is intended to educate travelers, to improve their understanding and appreciation of these resources and to enhance their travel experiences. Interpretation should inspire and provoke interest.

Descriptive information will be conveyed with both text and graphics, such as maps, sketches and photographs. Text will be geared toward the general public with the parallel goals of informing and increasing appreciation for the byway.

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### **INTERPRETIVE PLANNING**

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Individuals and agencies will be recruited to gather resource data, produce inventories, and author an interpretive story for each of the byway's 12 sites. This effort will create a chronology of important events that have occurred along the Oregon Trail-Bear Lake Scenic Byway.

A number of brochures that depict special attractions along the byway are encouraged. One brochure might focus us on the Oregon/California Trail that crosses this region with the inclusion of current hiking trails. Another might describe the area's economic activities such as ranching, agriculture and mining. Still another brochure could feature recreational activities including hiking, biking, fishing, and camping. Other brochures could highlight the byway's history focusing on Native Americans, explorers, trappers, travelers and settlers, or the geology of this region.

Potential interpretive themes could include the following:

Native Americans: Bear Lake Valley was a favorite summer area of several tribes. The Shoshone-Bannock

inhabited this region, fished for native trout and other species, hunted bear, deer, elk, buffalo, and small game with spears, bows and arrows, and gathered the berries, roots, and other resources to sustain their lives. By the mid-eighteenth century, these Indians acquired the horse, which transformed their life style. They became mobile enough to hunt buffalo and other game on the Great Plains. After the Lewis and Clark expedition in 1803, these Natives also became extensively involved in the fur trapping industry, which lasted until the 1840's. During this era, fur-trading rendezvous left an important impact on these native peoples as well as on the trappers. Later extensive mining, immigration and settlement set the stage for the Bear River Massacre, which eventually forced these Natives to move to reservations and opened the region for settlement by Anglo-Americans.

Exploration: John C. Fremont's quotes from his explorations of the West in 1843 describing Bear River Valley.

Trapping: The area was used extensively by early mountain men. Some of the more impressive names in the fur trade left their footprints along the shores of the Bear Lake including William Ashley, Jedediah Smith, David Jackson, Bill Sublette, Peter Skene Ogden, Jim Bridger, John Weber, Eph Logan, and Benjamin Bonneville.

Bear Lake Rendezvous: Rocky Mountain trappers enjoyed Bear Lake for summer celebrations and trade fairs. One colorful character was Thomas L. "Pegleg" Smith. In 1848 Pegleg Smith started a trading post on the Oregon trail at Big Timber on the Bear River, near the present community of Dingle. The mountain man,

who amputated his own leg 20 years before, tried unsuccessfully to raise crops before he did a big business when the California gold rush of 1848 brought thousands past his emigrant post. This colorful character was also part of a horse stealing enterprise. Pegleg left a legend that part of his fortune was buried in the grave of his Indian wife.

Agriculture: Illustrate putting up hay with a hay derrick featuring either a Jackson Fork or Overshot Stacker.

Folk Art: Elaborate on local folk art and heritage crafts such as wood birds on a fence, three-dimensional ranch or Indian couple statues or a log cabin humidifier.



*Folk Art along the Scenic Byway*

Oregon and California Trail: The trail made a profound impact on this region. News from fur trappers and the expeditions of Marcus Whitman, Henry Spalding, Pierre Jean de Smet, and the mountain men, who traveled through the Bear River country, sparked the passionate interest of Captain John C. Fremont and Lansford

Hastings. These men publicized the Oregon Trail in a report and an overland guidebook. These publications influenced literally thousands of people passing through the Bear Lake region on their way to Oregon and California before the coming of the railroad. Completion of the first transcontinental railroad marked the beginning of a new era.

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## RESOURCE MANAGEMENT STRATEGIES

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Protection of the scenic, historic, geologic, cultural, and natural resources of the byway is a primary objective of this Corridor Management Plan. Scenic and historic resources of the Byway can be protected with the help of federal, state and local government measures in place. Local city and county land use ordinances are critical in the implementation of the plan. For this reason, it is essential that planning commissions, city councils, and boards of county commissions are familiar with the recommendations of the management plan. All local laws should be amended as soon as possible, with particular attention to view corridors, signage, billboards and cell towers. One misplaced or insensitive structure can jeopardize the entire corridor experience. State preservation standards for cultural and historic sites can assist in the protection of specific byway sites.

Clearly, the visual or scenic quality is essential to the corridor. Management activities for protecting the view shed are intended to remain invisible to the average viewer. This is especially true for the foreground (up to ½ mile from the viewer) areas. Protection of the view corridor also applies to middleground and background areas. Road building and infrastructure development should minimize visual impact along the byway. Future installation of

additional overhead power lines or communication towers long the byway should be minimized. In the cases where disturbances to the byway are unavoidable, incorporate vegetation screening to camouflage and blend the disturbance with its surrounding landscape. Materials should blend in with their backgrounds when seen from a distance. Timber harvests visible from the scenic byway should blend with natural vegetation patterns. Billboards harm the visual appeal of the byway and may be limited or prohibited along the scenic byway by local ordinance. Metal guardrails are recommended over jersey barriers to minimize disruption of the scenic views.

To further preserve the high visual quality standards of the scenic byway, interpretive information will encourage the protection and stewardship of the corridor.



# CHAPTER 4

## KEY SITE STRATEGIES

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### OVERVIEW

The Oregon Trail-Bear Lake Scenic Byway offers visitors a collection of intriguing sites. Twelve key sites, chosen for their scenic, historic, geological and cultural significance have been identified for improvement or development along the route. Byway visitors will be provided with turnouts and parking designed for safety and viewing pleasure.

These points of interest have been separated into Landmark Sites and Wayside Sites for this report. A Landmark Site provides interpretive signs, rest rooms, drinking water and motorcoach and auto parking. Wayside Sites include parking and interpretive signs, which help, educate the traveling public on the area's history, geology and culture. At some locations, short nature trails are available. Other locations of the byway offer stunning views directly from a vehicle passenger seat.

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### KEY SITE RECOMMENDATIONS

A listing of the key sites follows with a short description of the existing facilities and the proposed improvements.

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### 1. BEAR LAKE PORTAL AND OVERLOOK

Location: Bear Lake is the gateway to the scenic byway for northbound traffic being located just north of the border with Utah on US 89. The proposed location for the overlook is between Fish Haven and St. Charles, allowing access to Bear Lake.



*A view of the Bear Lake Plateau and the Bear Lake Normal Fault, which forms the eastern edge of the Bear Lake Valley. This fault is classified as active, having moved in the last 12,000 years.*

Classification: Landmark Site

Existing Site Conditions:

Currently, information on the Bear Lake Caribou Scenic Byway exists at an Idaho Transportation Department (ITD) roadside pullout just north of the Utah line on US 89 at Milepost 2.2. The paved pullout on the east side of the road has a black-on-white byway orientation sign identifying areas of interest. Nearby is ITD's historical marker about Bear Lake (No. 384). Utah's 40-mile Logan Canyon Scenic Byway ends at the Idaho-Utah border.

Bear Lake, "The Caribbean of the Rockies," the centerpiece of southeastern Idaho offers some of the bluest water known. At an elevation of 5,924 feet, the fresh water lake is 20 miles long and 5 to 7 miles wide, half in Idaho and half in Utah. Unfortunately, the access on the west side of the lake is very limited in Idaho. The lake has several species of fish found nowhere else in the world, one of which is the Bonneville cisco, a sardine-like whitefish that spawns with winter's frost.

Under morning sun, the lake is very deep blue, but in late afternoon it is a pale gray or blue-green. According to Idaho State University, Professor of Geology, Paul Link, PhD., the green-blue color of the lake is due to suspended limestone (calcium carbonate) grains in the water column. At least some of the color has to do with the sky. The color is intense when it is clear, subdued to gray when it is cloudy. Since the water does not contain much detrital (quartz) silt or clay, it is very clear. Further, much of the source terrain is limestone and the pH of the lake is probably high. Thus, the color reflects suspended calcium carbonate crystals or grains.

Once the site of fur trading rendezvous, today's recreation opportunities include swimming, water-skiing, boating, scuba diving, sailing and fishing. The harvest of delicious Bear Lake raspberries occurs in early August. In the winter, ice fishing and snowmobiling are popular. Bear Lake plays an important role as the southern gateway to the Oregon Trail-Bear Lake Scenic Byway. Utah's Logan Canyon Byway connects to the Oregon Trail Byway at the state line, with US 89 serving as a portal for the dissemination of information on the scenic byway.



*Swimming and Boating at Bear Lake (ISHS 72-189.136/A)*

Site Recommendations: (See Figure 4-1)

- ~~///~~ Purchase property (public right-of-way) between US 89 and Bear Lake (approximate location: Milepost 4.5).
- ~~///~~ Construct overlook site with rest rooms, drinking water, auto and RV parking.
- ~~///~~ Build an interpretive kiosk at the proposed Bear Lake Overlook.

- ✍ Construct an elevated boardwalk to the shore of Bear Lake from the kiosk.
- ✍ Install a scenic byway portal sign at the kiosk.
- ✍ Install scenic byway signs with an additional byway sign at the Utah border.

It is recommended that a Bear Lake portal and overlook be built adjacent to US 89 somewhere between Fish Haven and St. Charles. The site should be easy to access from US 89, provide a good view of the lake and access to the shore. Portal byway signs (see page 5-1) for the Oregon Trail-Bear Lake Scenic Byway would be located at the overlook. The site could also include additional interpretive information, rest rooms, drinking water, auto and motorcoach parking, and a trail or boardwalk to the shore. The overlook will accommodate three to four motorcoaches and 20 vehicles.

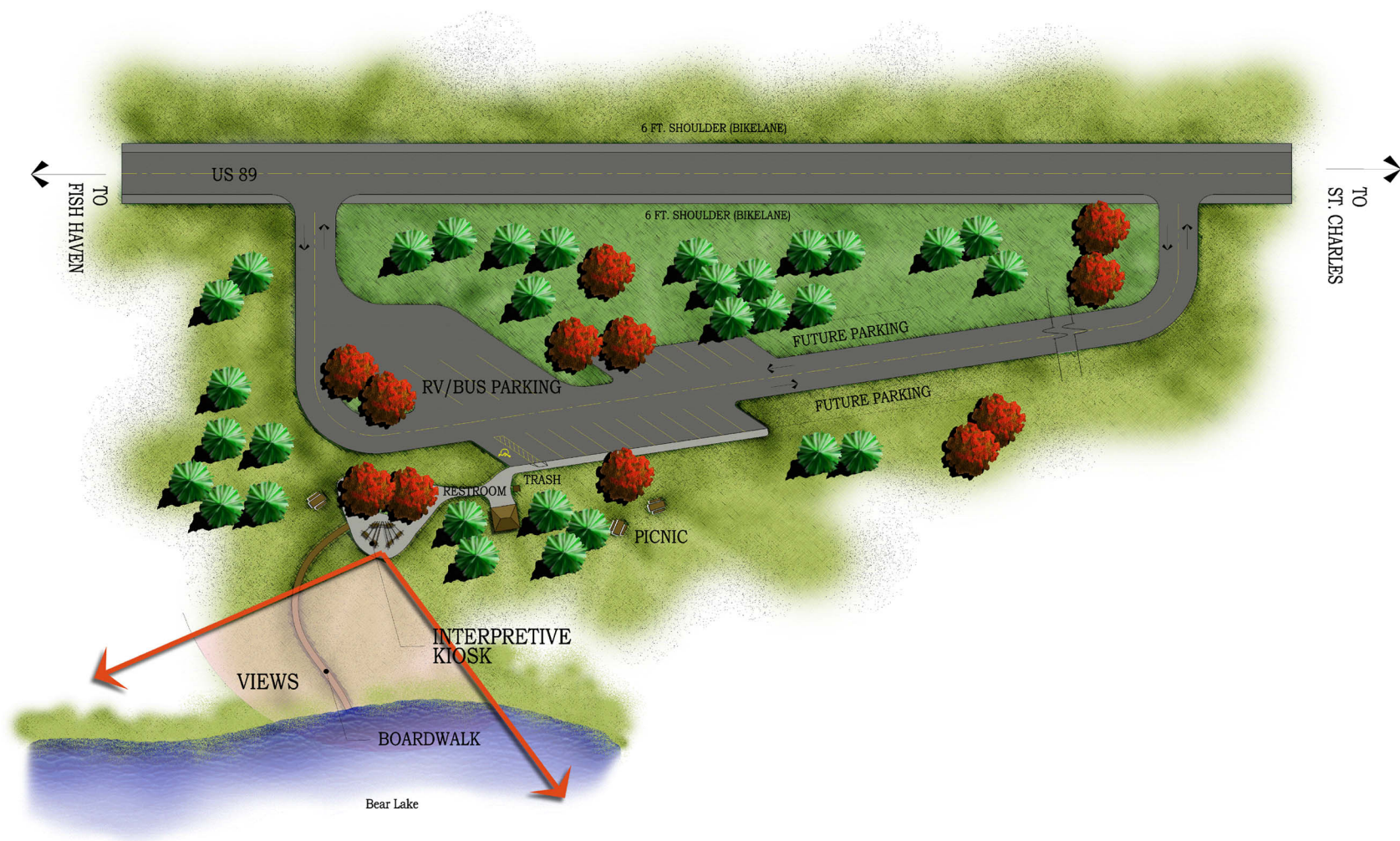
Another improvement proposed adjacent to this site is the development of a bicycle and pedestrian system from the state line to St. Charles Canyon along US 89. The pathway system would eventually circle Bear Lake.

Cost:

Portal	\$15,000
Byway Signs	\$2,000
Site Acquisition	\$160,000
Overlook Construction	\$141,100
Rest room	\$80,000
Boardwalk	\$9,900
Interpretive Kiosk	\$22,000
Total	\$430,000



*Bear Lake*



## Bear Lake Overlook

Figure 4-1



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## 2. GUTZON BORGLUM MONUMENT

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Location: The monument is in St. Charles at Milepost 12.97 on US 89.

Classification: Wayside Site



*Stone Monument Honoring American Sculptor Gutzon Borglum*

### Existing Site Conditions:

Two stone monuments are located on the lawn of the St. Charles Church of Jesus Christ. These are best observed by pulling off US 89 onto a gravel parking area. St. Charles is the birthplace of Gutzon Borglum, a sculptor who is best known for the four presidents faces he carved at Mount Rushmore. Mr. Borglum was a prolific sculptor with three statues in National Statuary Hall and his marble head of Abraham Lincoln in the Capitol Rotunda.

Gutzon was born in St. Charles in 1867, but his family moved a year after his birth. Gutzon's parents' cabin is believed to be located near the Wilhelmina Nelson House located on US 89 in St. Charles. The cabin is listed on the National Register of Historic Places. Wilhelmina Nelson lived next door to doctor J.M.H. Borglum's residence, and when the old cabin could not be retained on its original site, she had it moved a short distance to a location close to her original log home. In his unfinished autobiography, Gutzon stated his father dug the house half into the ground, finishing it with logs and sod. This description fits that of the present cabin, with its low stout log walls held together with saddle notches at the corners.

Gutzon Borglum matriculated at St. Mary's College in Kansas. Upon finishing, he went to California, where he apprenticed to a lithographer and worked as a fresco painter. He opened his own studio and taught art, but gave that up to study at the San Francisco Art Association. He met and married Elizabeth Putnam, a painter and art teacher considerably older than himself.

The Borglums sailed to France in 1890 with Gutzon studying at the Julien Academie, The Ecole des Beaux Arts and with several French masters he became a close friend of Auguste Rodin, the famed artist. Borglum's interest in sculpture grew during this period and after a year in Spain, the Borglums returned to California in 1893. Returning to Europe in 1896, where he gained recognition by Queen Victoria. Financial success evaded Borglum until he painted a series of panels for the Queen's Hotel in Leeds.

Returning to the U.S. in 1901, he soon entered the competition to design a monument to General U.S. Grant.



Not selected, he then established his studios in New York City and threw himself into the 1904 World's Fair in St. Louis, producing "The Mares of Diomedes" featuring a favorite Borglum theme, horses. The piece was the first such American work purchased for the Metropolitan Museum of Art in New York City. His brother Solon, who was a year younger, also created statuary for the Fair.

Never one to evade a fight, Borglum frequently became involved in public disputes. He helped organize the Association of American Painters and Sculptors in 1912 as a means of helping young artists and to protest the traditionalists. Though he was personally controversial, Borglum was immensely successful and in great demand as a sculptor. Borglum won major acclaim with his famous equestrian statue of General Philip Sheridan in Washington D.C. in 1908. He produced another mounted and heroic Sheridan Statue for Chicago.



*Marble Sattue of Lincoln installed In the Rotunda of the Capitol*

#### Major Work of American Sculptor Gutzon Borglum

Statue	Media -Size	Unveiling	Location
Mares of Diomeders	Bronze 103"	1904	Met. Museum Art, N.Y.
Abraham Lincoln	Marble 40"	1908	Capitol Rotunda, D.C.
John W. Mackay	Bronze	1908	University of Nevada, Reno
Gen. Sheridan	Bronze.	1909	Sheridan Circle, D.C.
Pan American Union	Marble	1910	17 <sup>th</sup> and Const. D.C. Union
Conception	Marble 15"	1911	Springville Museum. UT
Baird Z. Vance (N.C.)	Bronze 7'8"	1916	Statuary Hall, D.C.
Gen. Sheridan	Bronze 10'	1924	Lincoln Park, Chicago
Stone Mountain 50¢	Silver	1925	U.S. Mint
Wars of America	Bronze	1926	Military Park, Newark N.J.
Alexander Stephens	Marble 5'8"	1926-27	Statuary Hall, D.C.
Mount Rushmore*	Stone	1927-1939	South Dakota
Trail Drivers Monument	Bronze	1927	Texas Ranger Mus. S.A.
John C. Greenway	Bronze 7'6"	1928	Statuary Hall, D.C.
William Jennings Bryant	Bronze	1934	RC Parkway and 26 <sup>th</sup> , D.C.
Thomas Brackett Reed*	Marble 26"	1943	Cannon House Rotunda, D.C.

\*Lincoln Borglum, son, co-sculptor.

Borglum also carved a massive piece of marble into a huge head of Abraham Lincoln, creating a wave of national recognition and favorable comment. It was installed in the Capitol Rotunda. Lincoln was easily Borglum's favorite subject; he even named his son Lincoln. Borglum's first marriage had long cooled and in 1908 he married a long-time friend, Mary Montgomery, a scholar in her own right. The Borglums settled on an estate near Samford, Connecticut, which they dubbed "Borgland." He pursued interests in road design, aviation and politics. During this period he produced another famous Lincoln for Newark, New Jersey. His work included designing the Corpus Christie, Texas waterfront breakwater and marina.

It was in 1915 that Borglum first got the notion of carving a mountain into a memorial. In 1923 he began carving

the head of Robert E. Lee on Stone Mountain, near Atlanta. After a spat in 1925 he smashed his models and departed. However, he had already been approached about another mountain-size project, the idea of a national monument in the Black Hills of South Dakota. Borglum chose the portraits of presidents, Washington, Jefferson, Lincoln and Theodore Roosevelt to be carved on the 5,725-foot high mountain. Work began in 1927 with the sculptor and his assistants working across the face of the mountain, drilling, blasting and carving. Washington's face, the first completed, was unveiled in July 1930, Jefferson in 1936, Lincoln in 1937 and Roosevelt in 1939.



*Gutzon Borglum 1867-1941*

Borglum died unexpectedly in Chicago while on a speaking tour. He was entombed at Forest Lawn Memorial Park in Glendale, California. Borglum's son, Lincoln, following his father's instructions, completed the last work on Mount Rushmore late in 1941. The entire project had cost slightly less than \$1 million.

#### Site Recommendations:

- ~~///~~ Build a new monument to Gutzon Borglum with a full description of the most famous sculptor of the United States.
- ~~///~~ Pave the parking apron for the monument at the site between city hall and the church.
- ~~///~~ Install scenic byway signs.
- ~~///~~ Request assistance from the Idaho Commission on the Arts, the National Endowment for the Arts and patrons of the arts.
- ~~///~~ Install an interpretive sign.
- ~~///~~ Construct a new courtyard on the site to display the new monument and interpretive sign.
- ~~///~~ Consider the future addition of an original piece by Mr. Borglum at the site.

#### Cost:

Byway Signs	\$2,000
Parking Improvements	\$18,000
Interpretive Signs	\$6,000
Site and Plaza Improvements	\$28,000
Borglum Monument	N/A
Total	\$53,000

### **3. BEAR LAKE STATE PARK**

Location: One mile north of St. Charles, turn east off US 89 (Milepost 8.74) on North Beach Road to Bear Lake State Park. The park is located on the north shore, about

four miles from the highway and also on the east side of the large fresh-water lake.

Classification: Landmark Site

Existing Site Conditions:

The Idaho State Park is composed of two units, one on the north end of the lake and another on the east side. The park office is located in Montpelier on the second floor of the National Oregon/California Trail Center.



*Entrance sign at Bear Lake State Park (Photo by Kirk Keogh)*

During the winter months, Idaho State Parks and Recreation also runs a three-county snowmobile program. Approximately 100,000 visitors use the park facilities annually and it is not unusual to find 4,000 to 5,000 visitors on a summer Saturday. North Beach is the best natural beach in Idaho. North Beach is a day-use only area with two miles of beach access, two boat ramps,

picnic tables and rest rooms. It is on a sandbar, or dike, that divides Dingle Marsh and Mud Lake on the north, from Bear Lake on the south. North Beach is leased property and State Parks and Recreation currently has a one-year lease with PacificCorp (Scottish Power-Utah Power and Light). Due to the uncertainty of the short-term leases, major improvements to rest rooms and other facilities have not occurred. The county road serving the lake and park gets congested and visitors must cross the road to use the rest rooms. A recent addition to North Beach is a handicapped rest room and a kiosk with information on the Bear Lake Wildlife Refuge.

East Beach, with 966 acres, has a 48-unit campground with water, electricity and a dump station. East Beach also has a group camp area with electricity, water, shelters, grills, and tables. Several new trees were planted to help shade campers from the hot summer sun. South of the campground is a large day-use area with three group shelters and 5 acres of grass, drinking water, rest rooms tables and fire grills. East Beach has about 2.5 miles of beach access. A primitive camp area near the Utah line is ideal for small boats. East Park is good for large groups. Use depends on the level of the lake and boat access to the water.

Bear Lake is home to the Bonneville cisco, a fish found nowhere else in the world. The silvery two-ounce cisco feeds on zooplankton and its size seldom exceeds seven inches. The fish, known as the Bear Lake sardine, spawns in January in shallow water along two miles of the eastern lake shore. It always schools in a counter-clockwise circular motion. Fishermen are allowed a 30-fish limit. Two other species of whitefish, new to science, were discovered here in 1915; both still inhabit the lake.

Kokanee, rainbow, and lake trout, carp and yellow perch have been introduced to the lake.

Another unique feature of the lake is the Lifton Pumping Station owned by PacificCorp and situated on the south side of the dike road to the park, 4 miles from the highway. This plant is part of an ingenious irrigation scheme. Prior to 1900, the lake's natural outlet at the north end meandered through Dingle Swamp to the Bear River, 16 miles north. In 1909 Telluride Power Company began to construct works that would divert the Bear River into Mud Lake and Bear Lake for irrigation storage and power. The natural outlet through Dingle Swamp was closed, and north-south inlet and outlet canals were excavated between the river and the lake. It was completed in 1918; downstream power plants were finished in 1928. The pumping station has two gates through which water can move either north or south by gravity flow, and five pumps, which can lift 1,500 cfs into the outlet canal when Bear Lake is too low for gravity flow north. The annual lake fluctuation averages between 2 and 3 feet and this effects recreation use of the lake. Smaller boats can be launched at the day-use area; however, as the water recedes, the ramp is not accessible.

The top 21½ feet of Bear Lake serves as a storage reservoir for the Bear River's spring flood. Runoff is diverted from the River near Dingle to Mud Lake and Bear Lake. As irrigation demand increases during the summer, the water is released north through the 12-mile long outlet canal back into the river just west of Montpelier. The water then runs through four power plants as it flows from its release points south to Utah and the Great Salt Lake.

Bear Lake is a sensational recreation attraction and North Beach is one of the most popular swimming spots in the three-state area. Improvements are proposed to take advantage of the state site and enhance public use.

#### Site Recommendations:

- ✍ Commission a new master plan for the State Park.
- ✍ Negotiate a long-term lease with Pacific Corp to allow needed improvements at North Beach.
- ✍ Construct new rest rooms with drinking water at North Beach.
- ✍ Realign the county road to avoid conflicts with beach activity.
- ✍ Install an interpretive sign providing information on fish, wildlife, and the ancient lake shoreline.
- ✍ Future recommendations include a lakeside bike trail connecting to US 89 and the Utah pathways system.

#### Cost:

Byway Signs	\$2,000
Park Master Plan	\$20,000
Park Improvements	\$400,000
Interpretive Sign	\$6,000
Total	\$428,000

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#### 4. MINNETONKA CAVE

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Location: On the outskirts of St. Charles, 0.1 miles north of the North Beach Road is paved St. Charles Canyon Road leading 10 miles west, up St. Charles Creek to Minnetonka Cave.



*Minnetonka Cave*

Classification: Landmark Site

Existing Site Conditions:

The most impressive and largest limestone cave in the state, this cavern of fascinating geological formations extends into the hillside 2,200 feet, with improved trails and lights all the way. It becomes progressively more breath-taking with large chambers and narrow passageways, some of which are filled with strange stalactite/stalagmite formations and draperies formed where water trickles along the wall. The cave is dissolved from Mississippian shelf limestone and is probably a fossil

cave that was excavated before the St. Charles Canyon was deeply cut and dissected. The cave was likely dissolved when the ground water table was above the level of the cave, and so the present cave is perched high above the water table where it grows stalactites and stalagmites as groundwater drips along the cracks.

Minnetonka Cave was discovered in 1907 by a resident of St. Charles who was hunting grouse in the mountains. After a number of formations were vandalized, the Forest Service decided to regulate access. A Works Progress Administration (WPA) project built a trail from the road to the cave and poured concrete steps inside the entrance. The cave has been open to the public since 1937.



*Admission Ticket*

Minnetonka Cave features guided tours from June 15 through Labor Day daily between 10 and 5:30. Admission fees are charged. Tours are conducted under a Special Use Permit issued to Transtrum Enterprises. The cave is managed by the U.S. Forest Service as part of the Cache National Forest, administered by the Caribou/Targhee National Forest. Cave tours are limited to the summer season to reduce any impacts on Thompson Longeared bats in the cave. The cave provides an excellent hibernation and roost site for bat populations. Cave tour



highlights include the Bridal Chamber, Dwarf Kingdom, and the Ballroom because of its size.

The natural resource is easily accessible with a two-lane paved road penetrating the mountain barriers. A road ends at a parking area and the cave is reached by a short scenic foot trail. Three U.S. Forest Service campgrounds are within a few minutes of the cave.

This is one of the most scenic and unique geologic sites on the byway. The site is well managed by the U.S. Forest Service and continued operation of tours during the summer season are planned.

#### Site Recommendations:

- ✍ Install byway signs at the juncture with US 89.
- ✍ Install byway guide signs along the access road to the cave.
- ✍ Install interpretive signs at the parking area that speak of the cave's geology and history.
- ✍ Develop geological tour of St. Charles Canyon.

#### Cost:

Byway Signs	\$3,000
Interpretive Signs	\$9,000
Interpretive Information	\$4,000
Total	\$16,000



*Scenic walkway to Minnetonka Cave*

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## **5. BEAR LAKE NATIONAL WILDLIFE REFUGE**

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Location: From US 89 in Paris, turn on East Second North and travel 2 1/2 miles.

Classification: Wayside Site

#### Existing Site Conditions:

This 18,000-acre refuge of marsh, open water and grasslands provides good wildlife viewing opportunities for day use only. Observation sites are available on a motor tour route. Walking trails are also available. An existing kiosk provides maps and interpretive information. The site has guide signs on US 89, located both at Paris and Canal Road.



Established in 1968, the wildlife refuge is a major nesting area for Great Basin Canada geese, sandhill cranes, mallards, pintails, canvasback, and redhead ducks. Other waterfowl include herons, egrets, terns, rails, ibis, bitterns, grebes, avocets, and white pelicans. The refuge's Mud Lake Unit is a favorite resting area for several thousand ducks and geese each spring and fall.

The refuge provides critical feeding and resting areas during the spring and fall migration. Refuge management activities ensure that the breeding, feeding and space needs of a diversity of species are maintained and protected. Water control is one of the most important management activities. Seasonal fluctuation of the refuge marsh level averages between 2 and 3 feet.

This is one of 520 national wildlife refuges managed by the U.S. Fish and Wildlife Service. Another nearby refuge is Grays Lake, located north of Soda Springs. The Bear Lake Refuge office is located in Montpelier.



*Bear Lake National Wildlife Refuge Interpretive Sign*

For the past 20 years, the Malheur Lake National Wildlife Refuge in southeastern Oregon has held a spring festival. The John Scharff Migratory Bird Festival and Art Show occupies the first weekend of April during the height of the spring bird migration. It draws many birdwatchers and their families to Burns each spring for lectures, a banquet, wildlife art auctions, guided bird watching, an art show, wildlife tours, and other events. A similar festival of smaller scope in Montpelier, St. Charles, or Paris, could bring many visitors to the area along the byway. This would be a chance for the community to promote the refuge and the area. The festival could even be scheduled to coordinate with Oregon's established festival and may include a side-trip to the refuge at Grays Lake north of Soda Springs.

This venture should not be considered without the full support of the community in cooperation with the National Wildlife Refuge. A committee of volunteers might consider an investigative trip to the Malheur Refuge to observe this successful festival prior to planning an event for the Bear Lake National Wildlife Refuges.

#### Site Recommendations:

- ✍ Install byway signs at the juncture with US 89.
- ✍ Install byway guide signs to assist visitors in their trip to and from the refuge.
- ✍ Install interpretive signs at St. Charles about the National Wildlife Refuge.
- ✍ Develop several observation sites at locations within the refuge.
- ✍ Build trails in the refuge for access to observation sites and minimize environmental impacts.
- ✍ Develop a visitor facility at the refuge that includes an office and an overlook tower.

✍ Consider a potential program, modeled after the John Scharff Migratory Bird Festival, for both Bear Lake and Grays Lake refuges to attract eco-tourists and bird watchers.

Costs:

Byways Signs	\$3,000
Observation Sites	\$48,000
Visitor Facility Office	\$300,000
Interpretive Sign	\$18,000
Overlook Tower	\$35,000
Trails	\$10,000
Total	\$414,000

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## 6. PARIS TABERNACLE AND HISTORIC DISTRICT

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Location: Milepost 15.8 on US 89, Main Street, Paris.

Classification: Landmark Site

Existing Site Conditions:

Paris contains a remarkable architectural legacy. It contains one the most handsome tabernacles built during the nineteenth century and beautiful frame houses that give Paris its distinct appearance. The Paris Tabernacle, built of red sandstone between 1884 to 1889 is expansive: a Romanesque revival style church, 127 feet long, and 73 feet wide, with a 110-foot tower, and seating capacity for 1,500. The Tabernacle and entire town was listed on

National Register of Historic Places in 1972. A small information office is located in front of the Tabernacle.



*Paris Tabernacle Built Between 1884 and 1889*

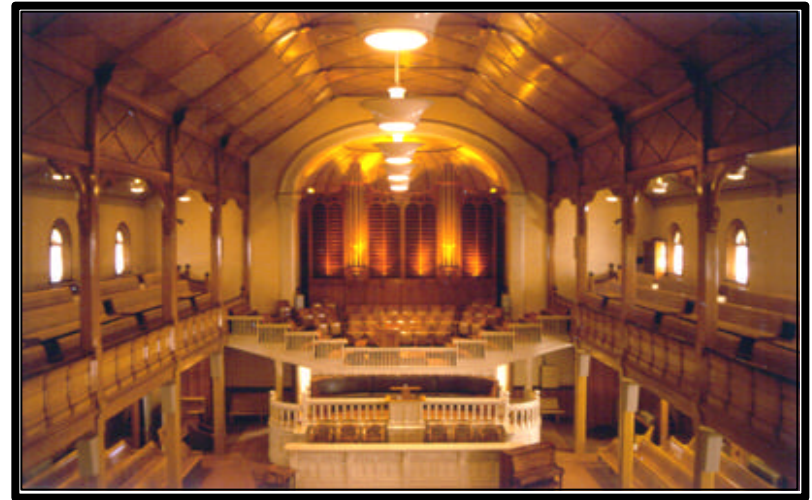
The Tabernacle was built to serve the needs of the numerous small farm communities in the Bear Lake Stake, which at the time extended from Paris to Soda Springs, to Randolph, Utah and into the Star Valley, Wyoming. In 1863, Apostle Charles C. Rich, on assignment from Brigham Young, guided settlers into the Bear Lake Valley. Rich chose the present site of Paris after receiving permission from the Shoshone Chief Washakie to settle in the north end of the valley in return for a portion of the crops produced. The early Mormon settlers began the next year by planning seven other

settlements along the Bear River drainage: Bennington, Bloomington, Fish Haven, Liberty, Montpelier, Ovid and St. Charles.

Rich brought a surveyor, Frederick Perris, who platted the original Paris town site. The village plan had precedents; it was a model of Joseph Smith's plat for the City of Zion—large square blocks, spacious lots, wide streets at right angles to one another, with farms lying outside the village. Perris' name, though altered now, was given to the community.

The Tabernacle's architecture portrays powerful asymmetry, reinforced by heavily buttressed load-bearing walls of sandstone, pierced by flat and round-headed windows. An unusual feature is the round apse at the east end, which although common to churches of other faiths, is an uncommon feature in Mormon architecture. The red sandstone was sledged to site from a quarry eighteen miles south of town, on east edge of Bear Lake. The stone cutting and carving was done by a family of Swiss masons.

The entrance to the vestibule and hall is through a large double door at the base of the central tower. The



*Magnificent wood interior of Paris Tabernacle*

architect, Joseph Don Carlos Young, son of Brigham Young, followed the pattern of earlier tabernacles by using a single-axis assembly hall with a U-shaped gallery facing the rostrum-choir and flanked by organ pipes. Acoustically the building nears perfection. An impressive vaulted ceiling is decorated with single strips of stained wood arranged in geometric patterns. Its hull-like design was by James Collings Sr., a New England shipbuilder by trade. Single columns extend from the ground floor through the gallery into an arcade. All of the wood is from local forests. In the vestibule is a bronze monument "In Memory of The Pioneers Who Settled Bear Lake Valley in the Year 1863" erected by the Citizens of Bear Lake Valley in 1913. The building was restored in 1991.



A monument on the Tabernacle grounds honors Charles C. Rich, who in addition to settling the Bear Lake Valley, went to Europe to find the skilled craftsmen recruited by the new Mormon churches and towns in the American west. Nearby are the grinding stones and burrs from the first flourmill. Guided tours under the direction of the Paris Idaho Stake missionaries are conducted daily from Memorial Day to Labor Day.



*One of Paris's many historic homes*



*Paris City Hall and Library*

Paris's wide streets contain a variety of architecturally significant commercial, residential and agricultural structures dating from the 1860s to the 1930s. Good examples of Queen Anne and bungalow style homes are evident, as are a number of mansard roofs homes of the modest Second Empire style. A planing and shingle mill was established in 1870, which produced much of the wood for this collection of handsome homes.

Significant local buildings include the Pendry Drug, Bear Lake Market, Browing Block, Paris Hotel, Old LDS Tithing Office, and the Bear Lake County Courthouse, built in 1884-1885. Printed guides identify Eastside and Westside walking tours. Before the county was surveyed (1875) local people believed that they had settled in Utah and sent representatives to the legislature of the Utah Territory.

A few structures survive from the decades of settlement. One of the first settler cabins, built in 1863 by Thomas Sleight and Charles Atkins and now owned by the State of Idaho, was moved to a park on the west side of Main Street. It is typical of early housing and sheltered two couples through the first winter. The adobe cabins in the southwest corner of Paris replaced five identical three-room log cabins used by the wives of Charles Rich. When one wife died in 1879, he replaced the cabins.

Site Recommendations:

- ~~/~~ Update the walking tour brochures.
- ~~/~~ Consider extension of the tour season for the Paris Tabernacle.
- ~~/~~ Create a driving tour of the town's charming wooden residences.
- ~~/~~ Encourage expansion of the Tabernacle's concert series.
- ~~/~~ Update the private welcome signs on each approach to Paris.
- ~~/~~ Install byway signs.

Cost:

Byway Signs	\$2,000
Update Brochures	\$5,000
Welcome Sign Improvement	\$4,500
Develop Auto Tour	\$2,500
Total	\$14,000

## 7. THE NATIONAL OREGON/CALIFORNIA TRAIL CENTER

Location: 322 N. 4th Montpelier, US 30, Milepost 434.5



Classification: Landmark Site

*The National Oregon/California Trail Center*

Existing Site Conditions:

Today you can relive the epic journey of the emigrant trails at The National Oregon/California Trail Center. Located on the very spot known as Clover Creek Encampment, the center dramatically recreates the trip

from Missouri to Clover Creek. Visitors pay a tour fee and are escorted to the 99-seat Allinger Community Theater to view a video of the arduous trip off Big Hill, a nearby Oregon Trail landmark. A wagon master will guide the visitors through a gun shop, mercantile and encampment to hear and see what life was like in the mid-1800s. The journey begins in the outfitting area, and then enters a wagon, stopping to hear tales of the trail. On display in the gallery are the Oregon Trail paintings by Gary Stone. A mural depicts The Oregon/California Trail timeline as it relates to the Bear Lake Valley. In the gift shop, open year-round, one can find books and literature about the Oregon and California Trails.

Now in its third year, the center changes gears in fall and gives presentations to schoolchildren throughout the region. Open six days a week from 10 a.m. to 5 p.m., the center is closed Wednesdays. Tours run daily between 10 a.m. and 5 p.m. during the summer season. Tour fees are charged.

The Rails and Trails Museum is operated by the Bear Lake County Historical Society on the lower floor of the Center. The museum contains pioneer artifacts, historic photographs, and items that recall the earliest settlers of Bear Lake Valley. The museum's collection includes over 2000 pioneer and railroad artifacts, relics from the local Daughters of Utah Pioneers (DUP) collection and many photographs. Funding for the museum, which charges no admission, is from Bear Lake County, and Montpelier City donations.

Occupying a wing of the same building is the headquarters of the Caribou/Targhee National Forest (Montpelier Ranger District). The U.S. Forest Service office also administers the Cache National Forest,

extending from the Utah border to Soda Springs on the west side of the Bear River. The center's top floor houses the main office for Idaho's Bear Lake State Park, as well as the U.S. Fish and Wildlife's Bear Lake Wildlife Refuge. A meeting room is also available upstairs.

Montpelier is the southeastern gateway into Idaho and serves visitors traveling the Oregon Trail-Bear Lake Byway. Montpelier benefits from being on US 89, a popular route to Jackson Hole, the Grand Teton and Yellowstone National Parks.

The Bear Lake Valley has long been known for its rendezvous and settlement. Trail travelers tell of fresh produce, dairy products and beef that were available for purchase. Montpelier was settled by Mormons in 1864 and became the Bear Lake Valley's major settlement after rail service arrived in 1881. Brigham Young named it after the capital of his native state, Vermont. Early businesses sprang up along 4th Street, the location of heavy Oregon Trail traffic. Later commercial growth developed on 8th Street growing toward the depot and railroad.





*Former Montpelier Roundhouse (ISHS 71-104.1)*

In 1881, construction of the Oregon Short Line began at Granger, Wyoming. The next year, this line passed through Montpelier, Soda Springs, Pocatello, and eventually reached Huntington, Oregon. Even though the railroad eventually eliminated the Oregon Trail, as a travel



*Actors relive trail experience at The Oregon/California Trail Center*

route, it opened the Bear Lake region to more settlement, ranching, farming, and small businesses.

A number of buildings are listed on the National Register of Historic Places. The Montpelier Historic District contains four brick buildings on large lots set back from Washington Avenue. They are notable for their scale, materials and function. The neo-classical revival style city hall was built in 1917 and is distinguished by its

portico with pairs of Tuscan columns. The semi-circular LDS Tabernacle on the adjacent corner is the city's largest auditorium and features round, arched entries with ornate terra cotta. The modern style high school, now the middle school, was constructed in 1937 as a Public Works Administration project on the land opposite the Tabernacle. It is distinguished by mountain red variegated tapestry brick and extensive ornamented terra cotta trim.



*John A. Bagley House, Montpelier*

The Montpelier Odd Fellows Hall is a two-story, cut-stone building in the Renaissance Revival style, built in 1898-1899. Distinctive features include second floor arched windows with colored glass fanlights and a pediment with eye and chain symbols of the order. The John A. Bagley, house with its three-story octagonal tower, is the finest Queen Anne residence in Montpelier. Bagley was an Idaho attorney general and built the house in 1902.

A memorable day in Montpelier was August 13, 1896, when Butch Cassidy and his gunmen robbed the city bank and scooped up more than \$16,500 in gold, silver and currency. Leaving a surprised cashier and his terrified customers, the gang of robbers calmly rode away. A deputy sheriff, who borrowed a bicycle to pursue them up Montpelier Canyon, was quickly out distanced. Cassidy never was caught, but Bob Meeks was imprisoned until 1912 for helping in the city's great bank robbery. ITD historical marker "Bank Robber" (No. 446, Milepost 25.5) is located near a downtown bank.



*Rails to Trails Museum*

#### Site Recommendations:

- ✍ Complete the building improvements to the upper floor of The National Oregon/California Trail Center.
- ✍ Install byway signs.
- ✍ Develop Washington Street as a Gateway to US 89 through a downtown revitalization program.
- ✍ Maintain the existing evergreen tree corridor on US 30.
- ✍ Create walking trails adjacent to the wagon ruts at Thomas Fork Creek, Big Hill, the Peg Leg Smith Site, and near Georgetown.
- ✍ Develop a self-guided auto tour linking the historic sites in Montpelier.
- ✍ Develop and launch center marketing campaign.
- ✍ Create trail diary for youth.

#### Costs:

Byway Signs	\$3,500
Complete O/C Trail Center	\$100,000
Byway Guide Signs (US 89)	\$4,000
Interpretive Signs	\$3,000
Update Downtown Revitalization Plans	\$20,000
Develop Auto Tour	\$2,500
Washington St. Gateway	\$50,000
Tree Corridor on US 30	\$15,000
Trail Development	\$15,000
Publish Brochure and Auto Tour	\$5,000
Total	\$218,000

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## 8. OREGON/CALIFORNIA TRAIL PORTAL

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Location: East of Montpelier at ITD roadside pullouts, US 30, Milepost 441.7 or Milepost 454.5.

Classification: Wayside Site

Existing Site Conditions:

This is the Oregon and California Trails entrance to Idaho and visitors are provided information on the Thomas Fork and Big Hill trail sites. Four ITD historical markers are at roadside pullouts on US 30 between the Idaho-Wyoming border and Montpelier. These include Thomas Fork (No. 157) at Milepost 454.5, McAuley's Road (No. 456) and Big Hill (No. 335), both at Milepost 441.7, and Smith's Trading Post (No. 159) at Milepost 440.1. Two ITD former rest areas in this stretch have been closed.



*Coming down Big Hill into Present Day Montpelier*

When emigrants reached the present eastern border of Idaho, they had a good part of their journey ahead of them even though technically they had been in Oregon Territory since crossing South Pass, at the Continental Divide. The primary route of the Oregon Trail stretches

across the southern portion of Idaho for nearly 400 miles. From the eastern border of Idaho, the trail cuts across the mountains and valleys to join the Snake River and the site of Fort Hall near present-day Pocatello. US 30 closely follows the trail from Border Junction to Soda Springs.

The Thomas Fork Valley attracted a number of trading ventures due to the excellent camping facilities (water, grass and wood). Large Indian villages could also be found in this valley. A bad ford gave trouble to wagon trains crossing the Thomas Fork on the trail to California and Oregon in 1848, so emigrants built two bridges here in 1850. An enterprising toll collector came along and charged \$1 per wagon, which was more than some could afford. There are no remnants of the ford crossing or the bridges, but the area has an authentic appearance and little development. ITD has placed a roadside marker (No. 157) at Milepost 454.5 with a good view of Thomas Fork, a tributary of the Bear River.

Many thought Big Hill to be the steepest and longest decent encountered on the trip west. The descent was particularly troublesome and the deep ruts caused by the locking of wagon wheels can be seen from an ITD highway marker (No. 335). A McAuley Cutoff pedestal sign at the same pullout, installed by the Oregon/California Trail Association (OCTA) in 1992 reads: *"Traveled ten miles today and camped on Bear River. Just before coming to the river we had the hardest mountain to cross on the whole route. It was very steep and difficult to climb, and we had to double teams going up and at the summit we had to unhitch the teams and let the wagons down over a steep, smooth sliding rock by ropes wound around trees by the side of the road. Some trees are nearly cut through by ropes. The boys fished awhile then took a ramble around the country and discovered a pass, by which the mountain*



can be avoided by doing a little road building." Eliza Ann McAuley, July 15, 1852.

The McAuleys and Ezra Meeker completed the cutoff and the builders collected a toll for a few weeks to pay the construction expenses. Building the cutoff reflects the initiative and thought of a group of young Americans in the year 1852. Today the cutoff begins on private ranch land on Sheep Creek, about 5 miles east of the marker. From there, US 30 follows the approximate route of the cutoff around the south base of Big Hill, some 7 1/2 miles farther west.

Site Recommendations: (See Figure 4-2)

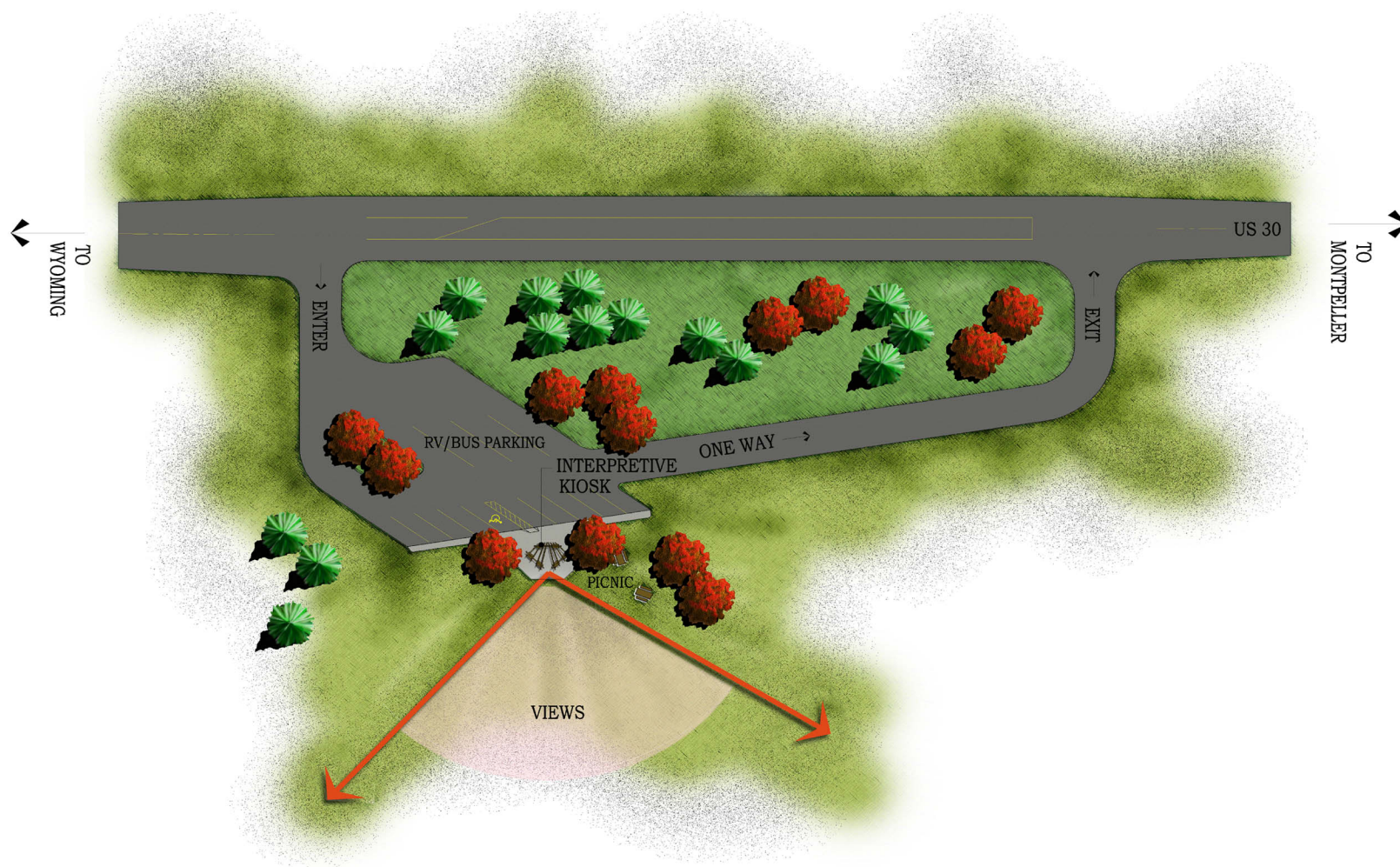
- ~~✍~~ Construct a new Oregon Trail kiosk with a portal and interpretive signing.
- ~~✍~~ Install byway signs.
- ~~✍~~ Renovate the abandoned ITD rest area.
- ~~✍~~ Partner with The Oregon/California Trail Association and the Idaho State Historical Society to expand interpretive information and open walking trails along portions of the Oregon Trail wagon ruts.
- ~~✍~~ Install interpretive sign at the foot of Big Hill on the east side.
- ~~✍~~ Promote Oregon/California Trail sites across Idaho.



*Idaho Transportation Department's historical markers*

Cost:

Byway Signs	\$2,000
Portal Sign	\$15,000
O/C Trail Kiosk	\$65,000
Re-open Rest Area	N/A
Interpretive Sign	\$9,000
Trail Development	\$10,000
Site Improvements and Turn Bay	\$120,000
Total	\$221,000



## Oregon/California Trail Overlook

Figure 4-2



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## 9. GEORGETOWN RELIEF SOCIETY HALL

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Location: 161 3rd North West Street, one-half block west of Main Street and US 30 in Georgetown.

Classification: Wayside Site

Existing Site Conditions:

This small log and wood frame building over 125 years old, is listed on the National Register of Historic Places. In Georgetown's early settlement, it functioned as a local chapel, schoolhouse and general meeting hall. For many years it was a focal point for the female society of this small community.

In 1874, logs were hauled from the mountains to build this cabin. It was moved one and one-half blocks to this site in 1896 from its original location. The cabin was later remodeled, adding clapboard siding, windows and simple trim. It served as a relief society meeting site until 1966, when the Church of Jesus Christ transferred title to the building to the Daughters of Utah Pioneers (DUP), who renovated it as a pioneer relic hall.

Georgetown was settled in 1872 by Mormons, one of the many Mormon settlements established throughout eastern Idaho (See Site 6, Paris). Georgetown Canyon phosphate development helped diversify the farming and ranching community. The Oregon Trail follows US 30 through the city.

This small building played a primary role in the community life of this isolated Mormon settlement. Everyone in the community was a member of the Church

of Jesus Christ with little contact or support from outside. As such, the community relied on its own resources and institutions for social welfare and mutual support. The local Relief Society played an integral part in promoting the welfare of the town, providing a place for Mormon women to foster mutual support and to socialize.



*Georgetown Relief Society Hall*

The duties assigned to the Relief Society were to oversee the social well-being of the ward. This included manufacturing and distributing emergency food, clothing and household goods to indigent church members, overseeing burial rites for the ward, manufacturing household goods for resale to support charitable activities, caring for the sick, training nurses and midwives, established hospitals and constructing storage facilities for grain and other staples to prevent famine. The Relief Society served a role in raising funds for larger church projects, such as the construction of temples, tabernacles and hospitals, and in supporting missionary efforts. It was a forum for the education and advancement of women in the community. Educational classes for younger women were organized, including classes for new mothers.

A small DUP interpretive sign, Georgetown's First Public Building, Twin Creeks Camp (No. 410) was placed on the hall in 1980. The hall is furnished and opens only on special occasions such as July 4<sup>th</sup> and 24<sup>th</sup>, and Pioneer Day. The local DUP chapter meets at the building the third Wednesday of each month. The hall faces 3rd Street in the middle of the block and parking is available only on the street. A small side yard adjoins the hall.



*Relief Society hall window with simple trim*

The Georgetown Country Corner, a mom-and-pop general store, is located nearby at 3rd and Main Streets.

#### Site Recommendations:

- ~~///~~ Upgrade the hall site with picnic tables, shade trees, and interpretive sign.
- ~~///~~ Seek additional volunteers to keep the hall open during the summer tourist season.
- ~~///~~ Consider property acquisition to expand the parking area.
- ~~///~~ Develop a trail head and hiking trail west of Georgetown along a portion of the Oregon/California trail.
- ~~///~~ Install byway signs.

#### Costs:

Byway Signs	\$2,000
Site Improvements	\$10,000
Interpretive Sign	\$3,000
Trail Development	\$10,000
Total	\$25,000

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## **10. BEAR RIVER OVERLOOK**

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Location: US 30 at Milepost 411.2

Classification: Wayside Site

### Existing Site Conditions:

This location along US 30 provides a spectacular view of the Bear River. Sherman Peak, at an elevation of 9,682 feet, can be seen in the distance. The 300-mile river is one of the most circuitous in the United States. Originating on the north slope of the Uinta Mountains in Utah, Bear River travels north into Wyoming and then curves south in a horseshoe through Idaho and back into Utah and the



*A view of the Bear River Range displays the Paris Thrust Fault with ancient Proterozoic Sediments on the mountain tops and younger, Mesozoic Sandstones in the foothills.*

Great Salt Lake with more than fifty tributaries. Portions of the river offer excellent canoeing.

From this proposed overlook site the river flows into Alexander Reservoir, around Sheep Rock and south through Oneida Narrow site of a PacifiCorp hydroelectric project, into the broad Salt Lake Valley. More than a million years ago, Bear River flowed northwest into the Snake River. The Bear River was diverted southward by




basalt lava flows near Sheep Rock, north of Grace, in Caribou County.

Donald McKenzie and his party came to southeast Idaho in 1818, and observing many black bears in the region, renamed the river and the lake for the animals. In the 1830s Warren A. Ferris, Osborne Russell, Nathaniel J. Wyeth, described seeing this “beautiful valley, watered by a shining serpentine river, and grazed by tranquil herds of buffalo.”

Paralleling the river is the Union Pacific Railroad route between Montpelier and Soda Springs. The railroad was instrumental in the development of these communities.

The proposed overlook provides an opportunity to highlight the river and also tell the historical stories of both The Oregon/California Trail and the railroad.

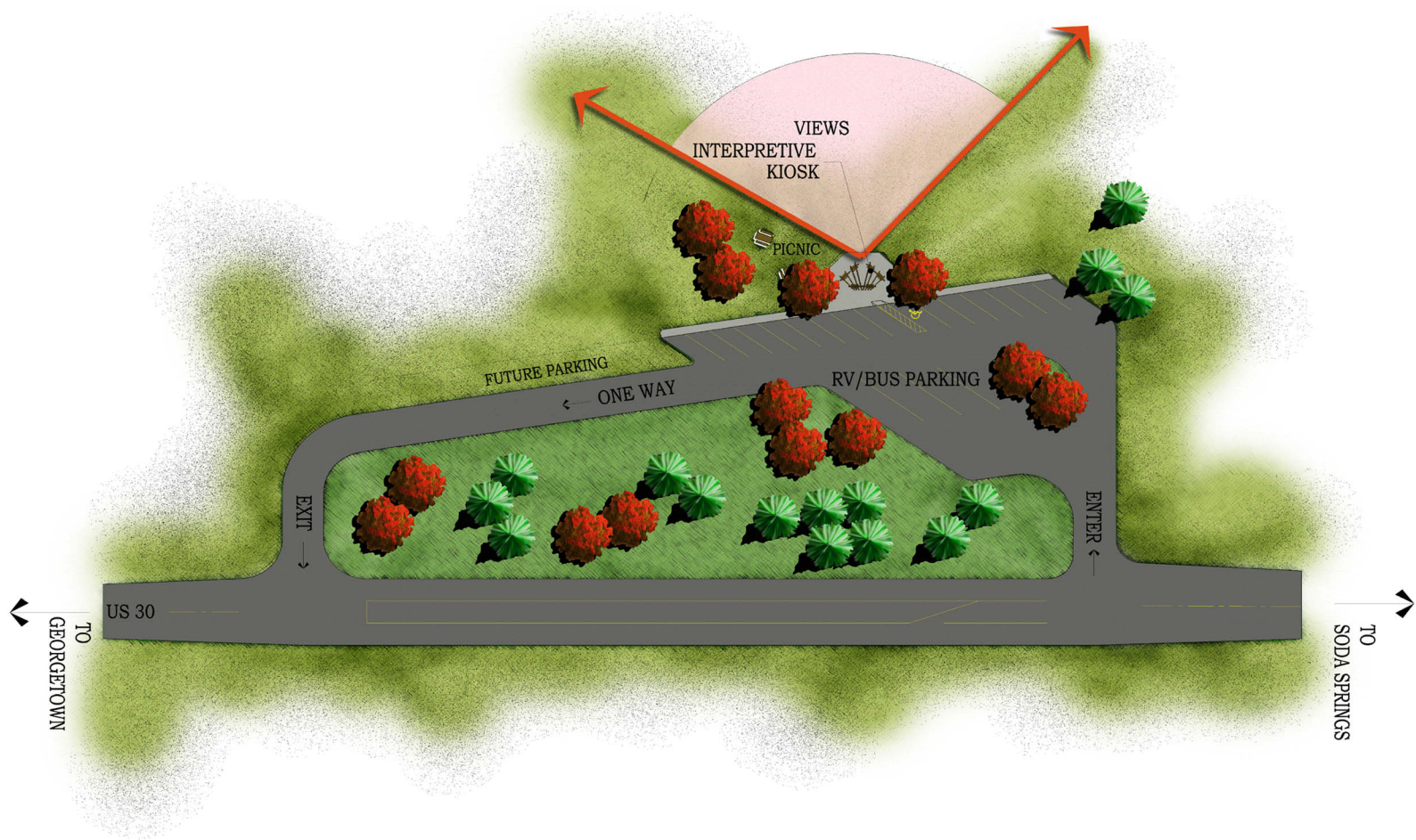
### Site Recommendations: (See Figure 4-3)

-  Acquire property near Milepost 411, west of US 30, for the Bear River Overlook.
-  Construct a fenced overlook with auto and motorcoach parking and a picnic area.
-  Install interpretive signs.



*Bear River near the proposed overlook site of the Bear River Range.*





## Bear River Overlook

Figure 4-3



Cost:

Byway Signs	\$2,000
Site Improvements	\$132,100
Right-of-way	\$60,000
Interpretive Sign	\$6,000
Turn Bays	\$60,000
Total	\$260,100

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## 11. SULPHUR SPRINGS

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Location: Sulphur Canyon Road, 1-mile northeast of US 30.

Classification: Wayside Site

Existing Site Conditions:

Located on private land is an area of small bubbling springs surrounding a miniature pond. The water surface bubbles all over as it emits a strong sulphur odor. Sulphur Springs was well known to emigrants and mentioned in diaries.

Captain John Codman in his 1897 book, The Mormon Country, wrote:

*"The Sulphur Lake is a sheet of water an acre in extent, and bubbling over its whole surface with escaping gas, whose noise is heard a mile away. Behind it is a mountain of sulphur. Its shore last year was a yellow sulphur beach, now black as charcoal."*

A sulphur mine was operated near here for a couple of seasons. In 1918, in response to the wartime demand for sulphur, Idaho Sulphur Co. was organized, and plans were made to mine the ore. The plant was scheduled to begin operation in 1919, but with the signing of the World War I armistice, the project proved impractical. In 1927 Sulphur Canyon was described as literally mountains of sulphur.

Sulphur Springs is one of a number of springs remaining in the area. The springs tap evaporite deposits formed in Triassic time, some 220 million years ago. These Triassic sediments were deposited after the rich marine phosphate deposits of the Phosphoria Formation. The springs produce carbonated warm and cold water in a variety of flavors with distinctly anti-musical rumbling, gurgling, and hissing noises.



*Sulphur Springs Valley and County Road*

### Site Recommendations:

- ~~///~~ Acquire an easement for public access to the Sulphur Springs site.
- ~~///~~ Construct a cul-de-sac with parking.
- ~~///~~ Build a trail from the turn-around to the actual springs.
- ~~///~~ Initiate an adopt-a-byway program for periodic site maintenance.
- ~~///~~ Upgrade the county gravel road.
- ~~///~~ Install byway signs.

### Cost:

Byway Signs	\$2,000
Site Improvements	\$10,000
Negotiate Easement	\$10,000
Interpretive Sign	\$3,000
Parking / Cul de sac	\$25,000
Trail Development	\$2,000
Total	\$52,000



*Sulphur Springs*

## **12. SODA SPRINGS GEYSER**

Location: Geyser Park is centrally located at Main and 1st South Streets in the old downtown business area of Soda Springs, the county seat of Caribou County. Directly across Main Street and fronting US 30 is Soda Springs Park, featuring the old City Hall and the Dinky and Galloping Goose rail vehicles.

Classification: Landmark Site

### Existing Site Conditions:

Missionaries and immigrants traveling west on the California and Oregon Trails found Soda Springs one of the truly impressive attractions along the entire route. Soda Springs was a well-known landmark on the Oregon Trail and its mineral springs were remarkable to the early pioneers. The city's key site, Geyser Park, includes a boulevard entrance, paved parking, interpretive signs and a city building with rest room and interpretive panels. Six well-illustrated four-by-eight foot color panels provide an excellent history of the area discussing The Oregon Trail, The Early History, Geysers & Springs, Cariboo Jack, Caribou National Forest and Idaho Phosphate. The mechanically controlled geyser spouts mineral waters at scheduled times. The site includes a wooden boardwalk around the geyser and a number of historic artifacts on the grass island, including the "The Stockman" (1930), a stone monument of a lamb as a tribute to the sheep industry.

Geyser Park and restrooms are maintained by the City of Soda Springs. Scenic attraction guide signs identify the site. Soda Springs was named for the many springs,

highly charged with carbonic acid as and most of them cold, that gush out in this area. There was formerly a bottling plant at the Ninety Percent Spring near Stamped Park, which was in operation from the late 1800s until the 1920s. The city is a historic crossroads where transcontinental trails, railroads and highways met.

Adjacent to Geyser Park, Fairview Cemetery contains Wagon Box Grave and the resting place of Cariboo Jack. Across Main Street in City Park is the 1902 City Hall built of lava rock and listed on the National Register of Historic Places and now serves as the city police station. Also in the park are the Dinky steam engine and the Conda bus, both preserved historic rail vehicles. The Soda Springs Pathway provides a 1.7-mile walking path connection from Geyser Park to Octagon Spring Park and Hooper Springs.



*Former Idan-ha Hotel in Soda Springs (ISHS 2055-A)*

Soda Springs offers a number on other historic sites on the National Register of Historic Places. These include the Enders Hotel, Caribou County Court House, Presbyterian Church, Largilliere Home, Root Home, William Hopkins

Residence, Dr. Kackley's House, ZCMI Old Rock Store, and the site of Brigham Young's summer cabin with a DUP marker. Many of these are included in a Historic Buildings of Soda Springs tour brochure. A number of shallow swales, remnants from Oregon/California bound wagons, can be found on portions of the Soda Springs County Club Golf Course.

The Caribou/Targee National Forest operates a visitor center near the west entrance of the city on US 30. Located just west of the city (Milepost 403.8) is a paved turnout with two ITD Historic Markers, Soda Springs (No. 158) and Camp Connor (No. 218). Nearby on state land ruts of the Oregon Trail are again visible. Soda Springs is the hub of two byways, connecting with the Pioneer Historic Byway on SH 34.

#### Site Recommendations:

- ✍ Install a portal sign for the byway on US 30 in Soda Springs.
- ✍ Provide supplemental byway signs and signs for the rental of a byway audio tape.
- ✍ Support access and an enlarged visitor information area at the future Caribou National Forest office.
- ✍ Develop a self-guided auto tour brochure to link historic sites in Soda Springs to the scenic byway.
- ✍ Establish a downtown revitalization program.
- ✍ Provide streetscape improvements in the vicinity of the geyser and the Enders Hotel.
- ✍ Conduct an overnight lodging needs assessment for Soda Springs.
- ✍ Develop a plan to revive the area's health spa and hospitality industry.
- ✍ Consider building a replica of the 1887 Idan-ha Hotel.

Costs:

Portal Sign	\$15,000
Byway Signs	\$3,000
Streetscape Improvements	\$60,000
Auto Tour Brochure	\$2,500
Lodging Study	\$7,500
Entrance Beautification	\$24,000
Downtown Revitalization Plan	\$20,000
Total	\$132,000



# CHAPTER 5

## SIGNING PLAN

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### OVERVIEW

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A paramount component of the scenic byway is the development of the 12 sites for visitor interpretation. Together, the sites will tell a story of the region's heritage, nature and culture. It is one goal of the corridor management plan to identify and develop a unified signing plan, which is easily understood, provides essential information, and also provides direction to each site. The byway signs and facilities need to be quickly recognized, uniform, and also coordinated with the signing of other Idaho scenic byways.

The byway signing plan involves the creation of new signs along the corridor and at each byway site. A top priority is the installation of new scenic byway signs for the dozen sites of the Oregon Trail – Bear Lake Scenic Byway. Additional recommendations also include replacing portal signs at the gateways to the scenic byway, new informational kiosks at key locations, and interpretive signs at each site.

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### SCENIC BYWAY SIGNING PLAN

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The different sign types with their intended uses are listed and described throughout this chapter.

#### Byway Portal Signs

Presently, a gravel roadside pullout on US 89 with a black-on-white sign lists the current sites along a general route map of the Byway. The existing byway map signs are in need of rehabilitation. These signs give the byway visitors a first impression of Idaho and the scenic byway. The byway portal signs are located at the entrances to the scenic byway and present an overall map of the byway showing the location of key sites. New byway portal signs are needed at the byway entrances of Idaho on both US 89 and US 30.

One portal sign will be located at the proposed Bear Lake Overlook along US 89 and another would be located soon after the entrance to Idaho on US 30. A third byway portal sign will be located in Soda Springs for motorists entering the scenic byway as they travel southeast on US 30.

### Oregon Trail/Bear Lake Scenic Byway Signs

New scenic byway signs have recently been approved by the Idaho Transportation Department for use throughout the state. Each scenic byway would use a uniform size (3' x 3') sign with a black legend conveying the byway name on a white background. Central to the sign would be a colored scenic byway logo, specific to each individual byway.

A logo for the Oregon Trail – Bear Lake Scenic Byway has been developed with participation of the southeast Idaho community. The byway logo will be applied on scenic byway signs and used extensively to unify all aspects of the byway, from promotional strategies such as brochures and advertising, to signage at each key site.

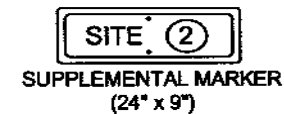
The existing byway signs that are periodically located along the scenic byway will be replaced with the new signs. The scenic byway signs will be located approximately 1/4 mile ahead of the entrance to each key site to alert visitors of the upcoming site. This approach distance should be uniform throughout the scenic byway. A supplemental sign below the standard byway sign will list the site number. At the entrance to each key site, a byway sign will be supplemented with a directional arrow indicating the site entry.

Milepost signs are currently maintained by ITD and serve a number of functions. They aid in highway maintenance, record keeping, and they are also a means of identifying locations for emergency incident response. They will also help in locating the key sites along the scenic byway.

Directional guidance may be needed to help direct the visitor to a number of the scenic byway sites. In some

instances, such as Bear Lake State Park, guidance signs would be helpful for the traveler in their return to the highway. Nationally approved symbols for information, recreation and cultural facilities should be incorporated whenever possible. These uniform symbols and signs are also a great aid to the international traveler.

(Not actual logo)



*The Proposed Assembly of Byway Signs*



*Logan Canyon Scenic Byway Kiosk*

### Byway Interpretive Kiosks

Kiosks will be built for interpretation of the scenic byway and to provide visitor information about southeast Idaho. Recommended, at this time, for one key location along the Byway, this byway interpretive kiosk will help direct travelers to the other byway sites. Portal signs will be included within the kiosk to identify the byway and locate each key site. This kiosk is meant to be similar in design to those built for the nearby Logan Canyon Scenic Byway, using log construction, metal straps, porcelain enamel signs in metal frames, and stone foundations. Using a similar design, travelers will notice the continuity of the two adjacent interstate scenic byways that connect at the Utah/Idaho border. This kiosk is proposed for the Bear

Lake Overlook on US 89, the northbound portal to the scenic byway.

### Oregon Trail Kiosk

A stone Oregon Trail kiosk is recommended for The Oregon/California Trail Portal site. This is the entrance to the system of historic trail routes in Idaho and will provide information on The Oregon/California Trail through the region. The nearby sites of Thomas Fork Creek and Big Hill will also be highlighted at this site.



*Oregon Trail Kiosk located on I-84*

Similar kiosks along the Oregon Trail have been built by the Idaho Transportation Department at Snake River View, Coldwater Hill, Massacre Rocks, and Timmerman Rest Areas. As suggested by the Pioneer Historic Byway plan, another stone Oregon Trail Kiosk is proposed for Sheep Rock near the junction of US 30 and SH 34.



*Proposed Interpretive Sign*

### Interpretive Signs

Interpretive signs, kiosks, overlooks, and other facilities can enhance the traveler's experience by showcasing the scenery and telling the history of an area. Additional interpretative signs are proposed that inform travelers about the byway's historic, geologic, natural, and cultural

significance. This information is intended to instill respect for what the travelers see and experience during their visit. Maps will provide a view of the area around the site and a close-up view of the facilities offered at the site. New interpretive signs will be similar in design to the byway orientation kiosk, using log construction, metal straps, porcelain enamel signs in metal frames and a "stone" foundation of concrete.



*Interpretive Sign design proposed for the  
Bear River Overlook, Site 10.*

The kiosks and interpretive signing will need a commitment to be well maintained to protect the image of the Oregon Trail-Bear Lake Scenic Byway.



# CHAPTER 6

## HIGHWAY SAFETY AND MANAGEMENT

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### OVERVIEW

The Oregon Trail - Bear Lake Scenic Byway in the southeast corner of Idaho spans over 54 miles, beginning at the Utah-Idaho border near Fish Haven, Idaho, and proceeding north through Montpelier to Soda Springs, Idaho. The scenic byway travels on two separate segments of highway: US 89 from the Utah Border to Montpelier and US 30 from Montpelier to Soda Springs. This roadway generally provides a safe and easy route with gentle vertical grades along the east side of Bear Lake and through pastoral rolling terrain north of Montpelier.

The byway will be divided into roadway segments for the remainder of this report. These ten segments are based upon traffic data and collision information available from the Idaho Transportation Department.

The segments are listed in Table 6-1.

**TABLE 6-1: BYWAY SEGMENTS**

Segment	Highway	From	To	Miles
1	US 89	Utah border	St. Charles	7.9
2	US 89	St. Charles	Bloomington	5.3
3	US 89	Bloomington	Paris	2.7
4	US 89	Paris	Ovid	4.3
5	US 89	Ovid	Bear River Bridge	3.1
6	US 89	Bear River Bridge	Montpelier	2.6
7	US 30	Montpelier	Bennington	4.4
8	US 30	Bennington	Georgetown	6.6
9	US 30	Georgetown	County Line	10.2
10	US 30	County Line	Soda Springs	6.3

### TRAFFIC PATTERNS

The average annual daily traffic (AADT) volumes are listed in Table 6-2.

As expected, higher traffic volumes are concentrated around the two major population centers, Montpelier and Soda Springs. The roadway segment with the heaviest traffic volume is on US 30 immediately north of Montpelier.

TABLE 6-2: AVERAGE DAILY TRAFFIC			
Highway	From	To	AADT
US 89	Utah border	St. Charles	1800
US 89	St. Charles	Bloomington	1600
US 89	Bloomington	Paris	1800
US 89	Paris	Ovid	2100
US 89	Ovid	Bear River Bridge	2600
US 89	Bear River Bridge	Montpelier	3000
US 30	Montpelier	Bennington	4200
US 30	Bennington	Georgetown	2900
US 30	Georgetown	County Line	2800
US 30	County Line	Soda Springs	2800

### LEVEL OF SERVICE

The level of service (LOS) is a measure of the roadway's adequacy considering the amount of traffic present. Level of service is usually measured at the worst traffic times, or the peak hour, and is commonly thought of as an evaluation of the amount of delay that a motorist experiences due to the roadway geometry under the existing traffic volumes. Three parameters are used to describe LOS for rural two-lane highways: the average travel speed, the percent time delay, and the capacity utilization. Based upon the factors of traffic volume and roadway geometrics a value for the LOS for each segment has been calculated. Notice that as traffic volumes increase, the travel speed will decrease and delay for motorist's increases. Observing traffic on the Oregon Trail-Bear Lake Scenic Byway, the traffic volumes will be well within the capacity of the facility. Levels of service are anticipated to be adequate with motorists able to travel at comfortable speeds without many restrictions due to the roadway or to traffic volumes.

Ideal conditions for a two-lane rural roadway would be to accommodate speeds of at least 60 mph, lane widths of 12 feet, shoulder widths of 6 feet, without no-passing zones, with passenger cars only, a 50/50 directional split, level terrain, and lastly, no impediments to through traffic (no turning vehicles). This perfect roadway does not exist in large continuous segments.

The perfect roadway has a capacity of 2,200 passenger cars per hour in both directions. The scenic byway does have trucks, no passing zones, narrow shoulders, inclines, and intersections. All these features, many unavoidable, will degrade the LOS. The Oregon Trail-Bear Lake Scenic Byway, with its imperfections, generally has traffic volumes low enough to allow motorists the freedom of movement and, consequently, LOS values are high.

The segments of the scenic byway are listed in Table 6-3 with their corresponding calculated levels of service:

TABLE 6-3: LEVEL OF SERVICE			
Highway	From	To	LOS
US 89	Utah border	St. Charles	A
US 89	St. Charles	Bloomington	A
US 89	Bloomington	Paris	A
US 89	Paris	Ovid	A
US 89	Ovid	Bear River Bridge	B
US 89	Bear River Bridge	Montpelier	B
US 30	Montpelier	Bennington	B
US 30	Bennington	Georgetown	B
US 30	Georgetown	County Line	C
US 30	County Line	Soda Springs	B

Segments of uphill grade, roadways within cities, and intersections along these roadway segments will have differing levels of service over specific defined segments.

## SAFETY ISSUES

Collision rates have been calculated for each segment of the Byway. The collision rate is based upon the number of reported accidents per million vehicle miles over the past three years of accident records. Developed to compare the safety of roadway segments, the collision rates consider the influence of the traffic volumes and the frequency of traffic accidents.

TABLE 6-4: COLLISION RATES			
Highway	From	To	Rate
US 89	Utah border	St. Charles	0.38
US 89	St. Charles	Bloomington	0.21
US 89	Bloomington	Paris	0.19
US 89	Paris	Ovid	1.01
US 89	Ovid	Bear River Bridge	0.57
US 89	Bear River Bridge	Montpelier	0.80
US 30	Montpelier	Bennington	0.49
US 30	Bennington	Georgetown	0.43
US 30	Georgetown	County Line	0.45
US 30	County Line	Soda Springs	0.99

The collision records for the scenic byway for the years of 1997, 1998, and 1999 reveal a total of 50 reported accidents over the 54-mile length of byway. The segment

with the most collisions (19) had the second highest collision rate (0.99) on US 30 south of Soda Springs.

The section with the highest collision rate was on US 89 from Paris to Ovid. Ten accidents were recorded, but with a lower amount of traffic, the collision rate was 1.01 collisions per million vehicle-miles. A few accidents will make a significant influence on the collision rate and these values are easily skewed with the low traffic volumes on the scenic byway.

Generally the Oregon Trail-Bear Lake Scenic Byway is a safe roadway. In comparison, the Pioneer Historic Byway that intersects in Soda Springs, has an average collision rate of 1.48 collisions per one million vehicle miles with three of the eleven segments on the Pioneer Historic Byway below one accident per million vehicle miles. On the Oregon Trail-Bear Lake Scenic Byway the average collision rate was 0.55 collisions per million vehicle miles.

Several locations do not possess remarkable collision rates, but are detrimental to the traveling public due to geometric deficiencies. The improvement of these sections on the scenic byway will enhance the safety and enjoyment of the traveling public on this route.

One obvious location needing evaluation is the intersection of US 30 and US 89. These roadways intersect at Milepost 435.0 (US 30) in Montpelier. The intersection is stop-controlled with the traffic from Washington Street stopping for the traffic on US 30. Motorists on the minor street (US 89) often need to wait considerable time for an appropriate gap in the traffic on US 30 to either cross or turn onto US 89. The left-turn movement has the most delay. This intersection seems expansive and confusing to a motorist approaching it for

the first time. Improvements may include channelization, improved striping, or possibly a traffic signal - if warranted. A more detailed study of this intersection is needed. Alterations could be made to this intersection that will reduce the confusion while improving the safety and the flow of traffic through the intersection. Fortunately, this project is programmed in ITD's current Statewide Transportation Improvement Program (STIP).

The STIP also includes planned passing lanes on US 30 that will allow better service for this two-lane rural roadway. With the amount of truck traffic, these passing lanes are needed and expect to be well-used. The passing lanes will not, however, reduce the truck traffic but may better manage the conflicts between the scenic byway patrons and commercial truck traffic.

Traveling north on US 89 near Ovid, motorists make a 90-degree corner, turning to the east. State Highway 36 also intersects with US 89 at this location. This corner and intersection could be improved geometrically. The existing corner has an approximate design speed of 30 mph and is at the northbound terminus of a long straight tangent section of roadway from Paris. Property at the interior of this radius is relatively undeveloped. The radius could be lengthened at this time without major expense, improving the design speed and the arrangement of the intersection of State Highway 36. The benefit to cost ratio for this proposed project is low, mainly due to the low traffic volumes and collision rates. With a low benefit to cost ratio the search for funding of this project will be more difficult. ITD will not normally support a project with a benefit to cost ratio less than one.

The Ovid Corner project should be considered as traffic volume increases or if the accident history changes. The acquisition of the needed right-of-way for the improvements should be investigated. This project would be much less expensive today than in the future as property values and construction costs escalate.

The segment of US 89 from the Utah border to St. Charles could accommodate considerable pedestrian and bicycle traffic if the facility was adequate for such use. South of the border, the Utah highway has a separated bicycle path that is well used during the tourist season. The Idaho roadway, north of Utah, has a similar need, but is an inadequate facility for cyclists or pedestrians. The



*The origins of US 89 at Bear Lake (ISHS 61-139/B)*



roadway is narrow and shoulder space is minimal. The committee recommends an improvement project on US 89 to widen the roadway and shoulders to accommodate pedestrians, bicycles, and motor vehicles safely.

This corridor management plan suggests that a future STIP include widening of US 89 from the Idaho State Line at Utah to the road to Minnetonka Cave, at distance of 8.9 miles. This will allow pedestrians and cyclists a safe route connecting the resort areas in Utah to destinations in Idaho including the campgrounds, the Minnetonka Cave Road, the North Beach Road, the Bear Lake Wildlife Refuge, and the communities of Fish Haven and St. Charles.

In summary, four projects are recommended for support through this report:

- 1.) The US 30 / Washington Street Intersection. The STIP has programmed \$315,000 for construction of this project. Construction is scheduled for fiscal year 2005, but could be accelerated on the program with the advocacy of local politicians and the active support of the scenic byway committee.
- 2.) The Ovid Corner. This would also begin with the conceptual study and progress through the design process with the eventual production of plans and specifications in fiscal year 2005. The resulting construction could occur in fiscal year 2006. The preliminary estimate of construction cost is \$450,000.
- 3.) US 89 Widening. This project will need the support of the scenic byway committee to get onto the STIP. After inclusion on the statewide transportation

improvement program, the plans and specifications would be developed for construction in 2006. Without a requirement for right-of-way, the estimated cost for design engineering would be \$250,000 and construction at an approximate cost of \$2.95 million dollars for a project total of \$3.2 million dollars.

- 4.) Passing Lanes. These passing lanes are planned for 2001 on US 30 between Soda Springs and Montpelier. They are on the STIP, but also need the support of the scenic byway committee. The construction budget is \$4.83 million dollars.

## TRUCK TRAFFIC

The Idaho Transportation Department operates a Weigh-In-Motion (WIM) site on US 30 near Georgetown. This site constantly collects information about truck traffic on the highway. The site recorded a percentage of truck traffic near 29% in 2000. This is uncommonly high and



*Commercial Truck Traffic through Georgetown on US 30*

presents a conflict with tourist traffic encouraged to visit the Oregon Trail-Bear Lake Scenic Byway. Table 6-5 shows the monthly vehicular counts at the Georgetown WIM site in 2000.

**TABLE 6-5: TRUCK TRAFFIC, US 30, 2000**

Month	Cars	Trucks	% Trucks
January	44,895	35,217	44.0%
February	46,391	17,088	26.9%
March	54,004	15,044	21.8%
April	54,693	22,383	29.0%
May	64,477	24,493	27.5%
June	67,393	26,242	28.0%
July	73,108	26,891	26.9%
August	75,448	30,574	28.8%
September	64,757	26,155	28.8%
October	60,107	19,662	24.6%
November	53,153	19,205	26.5%
December	51,392	23,221	31.1%
Total	709,818	286,175	28.7%

The truck traffic on US 30 is substantial and seems aggressive. Truck traffic is typically intent upon transporting goods via this US in the shortest possible travel time. A scenic byway encourages visitors to search for the historic or scenic points of interest along the byway. These two uses of the roadway conflict any successful resolution will need to accommodate both.

Where access from US 30 is suggested for the key sites of the byway, both right and left-turn bays should be designed with adequate room for acceleration and deceleration for vehicles entering and exiting from the flow of traffic.

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## STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

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The Statewide Transportation Improvement Program (STIP) lists the intended projects scheduled for all roadways in the State of Idaho under the jurisdiction of the Idaho Transportation Department. This plan, officially adopted by the Board, shows the projects for fiscal years 2000 through 2004 and also includes those projects in preliminary development. The STIP is a document that prioritizes the needed projects within the Idaho and sets a project schedule with funding for the implementation of the plan.

Those locations on US 30, within the scenic byway, that are listed for improvements are shown below with their construction year, beginning milepost, and projected construction cost of the project:

??	Slow Vehicle Turnouts, Soda Springs to Montpelier		
	FY2001	MP 406.8	\$4.83 Million
??	Sealcoat, County Line to Nounan Road		
	FY2002	MP 413.0	\$270,000
??	Georgetown Alternate Route		
	Prelim	MP 422.4	(Cost not listed.)
??	Sealcoat, Bennington to Montpelier		
	FY2000	MP 430.0	\$151,000
??	Intersection improvements, Washington St.		
	Prelim.	MP 435.0	\$315,000
??	Georgetown Alternate Route		
	Prelim.	MP 422.4	\$7.35 Million

The STIP (FY 2000 to FY 2004) does not list any projects for US 89 within the limits of the scenic byway.

It will be an important task of the scenic byway committee to make ITD aware of the needs of the byway. This effort in implementing the corridor management plan for the scenic byway takes perseverance and persuasion, but success will ensure the goals for the scenic byway will be reached.

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## HIGHWAY MAINTENANCE

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The Idaho Transportation Department (ITD) maintains both US 89 and US 30. District 5 of ITD will repair the roadways as needed, plow the roads, maintain the signs, paint the pavement stripping, and complete other tasks to keep these roadways in top condition for efficient and safe travel.

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## MULTI-MODAL TRANSPORTATION

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The communities of Southeast Idaho will benefit from the visits tourist make to the Oregon Trail-Bear Lake Scenic Byway. One contingent often overlooked among these visitors is recreational cyclists.

The Oregon Trail-Bear Lake Scenic Byway is within a beautiful area with scenic vistas and low vehicular traffic volumes. Both of these characteristics make the byway a desirable route for recreational cyclists. A third characteristic needed to create a premier destination for cyclists is adequate roadway facilities. US 30 has adequate shoulders, but also has higher vehicular volumes including much heavy vehicle traffic that would conflict with the recreational use for cyclists. As mentioned earlier, shoulder improvements to US 89 will greatly benefit cyclists, pedestrians, and the motorists.

The segment of US 89 on the byway with the most need for pedestrian/bicycle facilities is the southerly segment, adjacent to Utah, within and north of Fish Haven. This segment, as mentioned earlier, of the scenic byway is not currently adequate for bicyclists or pedestrians. The pavement is narrow and shoulders are almost non-existent in specific locations. Widening US 89 in this area will provide more room for pedestrians and cyclists in a segment of the byway with a high potential for pedestrian traffic. The Utah system of bike/pedestrian paths is heavily used south of the Idaho border, but is noticeably discontinuous when it reaches the Idaho border.

Wider shoulders have numerous benefits to the traveling public. They make the roadway safer for the vehicles, allowing more room as occasionally needed for evasive maneuvers, encountering farm machinery, or approaching a disabled vehicle. They allow room for pedestrians and they provide a safe buffer for cyclists from the faster traveling motor vehicles.

The scenic byway, particularly this southern segment, provides a good opportunity bicycle touring, recreational rides, and walks. The cycling opportunity is currently underutilized in Idaho due to the inadequate roadway facility. The eventual (long-term) dream for this area is to construct a route on which one could travel the entire perimeter of Bear Lake on bicycle. In the short term, this report recommends an eventual system of improved roadway shoulders for bicyclists and pedestrians that extend from the Utah border to St. Charles. This will allow cyclists to travel from the Utah path system to the intersection with the North Beach area of Bear Lake or the campgrounds of St. Charles Canyon on the road to Minnetonka Cave.

Most of the rural bicycle travel on Idaho's state highway system is accommodated on the paved roadway shoulders. The ideal dimensions for a "shoulder bikeway" is a six-foot width, with a 12-foot-wide travel lane for motorists. The minimum dimension for a shoulder bike lane is 4 feet (with an 11-foot-wide travel lane). The total pavement width minimum is then 30 feet. A painted fog line helps motorists keep adequate separation from the shoulder bikeway.

A separated bicycle/pedestrian path also has its benefits. In this case, however, the acquisition of right-of-way for a separate path would be difficult, time consuming, and expensive. With these factors in mind, bicycle lanes or widened shoulders would be a better choice for the situation along the Oregon Trail-Bear Lake Byway.



# CHAPTER 7

## MARKETING AND PROMOTIONAL PLAN

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### OVERVIEW

The Oregon Trail-Bear Lake Scenic Byway is not a "known entity" in its own region or state. Most residents do not know the story of the scenic byway, nor is it told in an accessible and meaningful way. The corridor also has little visibility as a tourist destination. A coordinated and focused effort between partners within the corridor could dramatically increase the effectiveness of marketing efforts.

A marketing and promotion plan is a very important part of the byway management strategies. Such activities focus on bringing the region's scenic, historical and geological assets to those who live here, existing visitors and tourists from outside the region. Promotions are incremental, expanding first to the area, region, Northwest, the rest of the U.S. and beyond.

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### A MARKET/AUDIENCE PROFILE

Tourism represents one of the most important activities in Idaho's economy. The tourism, travel and recreation industry has enjoyed steady growth over the past decade and continues to grow at a rate faster than that of Idaho's overall economy. Typically visitors are summer drivers

attracted by Bear Lake and Yellowstone National Park or winter travelers on their way to Jackson Hole, Wyoming.



*The Fish Haven Brass Band*

The scenic byway benefits greatly from being on US 89, a popular route to Jackson Hole and Yellowstone and Grand Teton National Park. The 2002 Winter Olympic Games in Utah will increase the awareness of Utah and the intermountain west throughout the world. Likewise, the number of people likely to visit Idaho will continue to

increase. This puts the scenic byway in a position to take advantage of the projected growth in the tourism industry.

The Oregon Trail – Bear Lake Scenic Byway is essentially an economic development tool for this region that will spur regional economic opportunities - thereby increasing employment and tax income while respecting the local history and culture.

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### **PRIMARY MARKET**

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Potential market segments include the residents of the byway corridor, their visitors and heritage travelers. The primary market population of the region originates in Utah including nearby Logan and the Wasatch Front. Other markets include Pocatello and Idaho Falls north of the byway. Other potential market populations include California, Nevada, and Canadian travelers. Many of the Canadian visitors are seasonal travelers trekking from Canada to Arizona for the winter, though their numbers are currently diminished because of the poor exchange rate. The byway is also capable of enticing pass-through travelers from the adjacent I-86 corridor with the proper strategies. Another target market worth pursuing will be a “heritage” tourist, those who are seeking experiences that are real, authentic and hands-on, based upon the rich history and culture of the area. Scenic tour operators, motor coach operators, travel agents, and the general travel media are elements of another key market worth pursuing.

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### **MARKETING GOALS**

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Goal 1: Increase the number of visitors to the byway.

Objectives:

1. Display information on the byway on the internet System.
2. Create electronic and print text/graphics.
3. Prepare a byway brochure and distribute it at key locations. (Also produce as a pdf file for the website)
4. Print placemats for local restaurants to encourage travelers to tour the byway.
5. Generate familiarization tours for journalists and influence them to write about the byway in their publications.
6. Partner with regional biking organizations to promote biking events around Bear Lake or mountain biking events in the byway region.
7. Create press releases for local newspapers and radio stations and encourage talk show participation.
8. Jointly promote Pioneer Historic Byway and Oregon Trail-Bear Lake Byway through Region V Pioneer County Travel Council.
9. Promote Oregon/California Trail sites across Idaho.

Goal 2: Increase visitor length of stay on the corridor.

Objectives:

1. Produce an audiotape tour, which will heighten visitors’ interest in the byway scenic, historical, and cultural resources.

2. Develop an interpretive book which will encourages the visitor to spend more time on the byway.
3. Provide hospitality training to employees of tourism-related businesses in Fish Haven, St. Charles, Paris, Ovid, Montpelier, Georgetown and Soda Springs, and educate them on the byway.

Goal 3: Educate visitors about their role in protecting the environment and managing the byway's resources.

Objectives:

1. Produce a coloring book for children, which will enlighten individuals for generations to come.
2. Develop an education series for local schools and groups.
3. Install interpretive signs at sites along the byway to better educate the visitor about protecting the resources.

Goal 4: Expand winter use and off-season use along the byway.

Objectives:

1. Adopt an identifiable, attractive and unique image for the byway.
2. Provide strategic and user-friendly interpretation of the region's heritage assets.
3. Target winter and off-season users.

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### **MARKETING STRATEGY**

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The scenic byway marketing strategy will be to maintain a presence in the tourism marketplace through

coordination with the Idaho Travel Council and the Heart of the Rockies organization. Several new promotional materials discussed below are proposed, including an Oregon Trail-Bear Lake Scenic Byway guide, rack card, Internet website and audiotape. With greater foreign interest in the region from the 2002 Winter Olympics, multi-lingual information on the scenic byway is to be prepared and available for mail distribution to foreign travelers. Interested local leaders should also develop promotional campaigns to build awareness and interest in the scenic byway. Preparation of tour packages, media kits and videos, may also become a part of promoting visitor trips to the region and the exposure of the scenic byway.

Another key component of the marketing plan includes developing strategies to increase use of the byway in the off-season. Marketing efforts should target winter and off-season users, encouraging winter snowmobiling and ice fishing. Watching birds return to the refuge in the spring is an important attraction. After the nearby rush of the summer season at our two famous national parks, autumn is a favorite season for many tourists. The byway promoters should encourage hiking or biking along the lakeshore or visits to the view autumn colors of the scenic byway. Visitors will find fewer crowds as a peacefulness falls over the Bear River Valley.

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### **COOPERATIVE BYWAY DEVELOPMENT STRATEGIES**

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Close coordination with other communities and groups is critical to developing a workable and effective byway marketing program. Coordinating the efforts between

interested organizations will result in a more effective marketing program.

### Hospitality Service

Idaho is known for its friendly people. Visitor's memories of the corridor will be influenced significantly by their encounters and experiences with local service providers. Business and agencies will benefit from assistance in developing good customer service and employee hospitality programs.



*Gutzon Borglum's  
Statue of John Greenway*

### Interpretive Materials

#### *Brochures, Posters, Placemats & Coloring Books:*

Attracting visitors to the byway can best be accomplished if various methods of interpretation are available.

Brochures, posters, place mats and coloring books should be tailored to meet the needs of different audiences and located at information centers, chambers of commerce, and restaurants. Placemats with a map of the byway and information teasers about each site will be produced by the byway committee and offered to local restaurants.

*Pioneer Byway Guide:* An interpretive brochure and map will be developed in coordination with all interested agencies and organizations. The byway guide would draw visitors to the region and encourage them to extend their stay. The guide would feature the 12 key sites as well as brief information about the sites, day trips and events.

*Rack Card:* A 4" x 9" color rack card would serve to lure visitors. Typically, such publications are four-color on one side and black and white on the other; it includes high quality photos and an eye-catching headline near the top of the card. The backside of the card would provide a small locator map, information and contact information to request a packet of materials.

### Internet Web Site

A web page should be created for the Oregon Trail-Bear Lake Scenic Byway. Two educational resources are available through Idaho State University, the Digital Atlas of Idaho (<http://imnh.isu.edu/digitalatlas>) and the Idaho Virtual Campus, both of which could be linked to the Oregon Trail-Bear Lake Scenic Byway. ISU professors,



Dr. Paul Link and Dr. Scott Hughes, have expressed an interest in assisting to initiate these linkages. The byway site could include a virtual tour of the scenic byway. It would include a map of the corridor, photos, and a description of the 12 sites, easily downloaded, and an e-mail response form for users to request more information. Current area web sites that should be linked to the byway sites include:

- ✍ Pioneer Country Travel Council [www.seidaho.org](http://www.seidaho.org)
- ✍ The National Oregon/California Trail Center  
[www.oregontrailcenter.org](http://www.oregontrailcenter.org)
- ✍ Idaho Travel Council  
[www.visitid.org](http://www.visitid.org)
- ✍ Oregon-trail.com

The scenic byway site could also be linked to a potential web site listing all of Idaho's Scenic Byways. The development of this site is currently under consideration by the State Committee on Scenic Byways.

#### Educational and Tourist Computer Linkages

Several scenic byway key sites could also disseminate information to visitors through computer linkages to various resources in southeast Idaho. Resource sites with computer access for visitors could include The National Oregon/California Trail Center, the Caribou/Targhee National Forest - Soda Springs Ranger District and Montpelier Ranger District, Idaho State Parks, and U.S. Fish and Wildlife.

Computers at these sites, connected to an Internet browser would access information on the entire byway; with links to sites with much more detailed information. An online service at one of the portal sites could provide

information on history, geology, nature, events, other facilities, and overnight accommodations.



*The stunning architecture of the Paris Tabernacle*

#### Promotional Campaign

Promotional campaigns targeted toward the primary market need to be created to build awareness and interest of the Oregon Trail – Bear Lake Scenic Byway. Such campaigns may include newspaper magazine supplements, media spots or advertisements in publications such as the AAA Tour Book. Other tools include media kits, special events, and videos. The Bear Lake Regional Commission currently uses two billboards to promote Bear Lake visitation, with one at Afton, Utah and the other on I-15. Newspaper magazine supplements on the Oregon Trail and Bear Lake are currently available.

Proposed marketing strategies include educating the Logan, Utah area on the byway's attractions, enticing pass through travelers on I-86, I-15, US 30 and those on the way to Yellowstone or Grand Teton National Parks to enjoy the Oregon Trail – Bear Lake Scenic Byway.

#### Audio Tour Development

An audio tour is another avenue to increase public awareness of the scenic, historical, geologic and cultural features along the byway. Interested visitors could obtain and return audio tapes at three possible sources: the Soda Springs Ranger Station, the Montpelier Ranger District, and the National Oregon/California Trail Center.



*An old pennant from Fish Haven*

# CHAPTER 8

## BYWAY IMPLEMENTATION

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### OVERVIEW

Clearly, implementation of the byway vision will require time, diversity of resources, creativity, and persistent local effort. The byway team has produced a corridor management plan as a map for the byway. The next step, and the most challenging, is to implement the program. Chapter 8 provides a matrix and discussion of possible organizational options and funding sources for byway improvements.

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### IMPLEMENTATION MATRIX

The byway matrix (Figure 8-1) provides a quick glimpse of the many tasks and costs associated with improving the byway (See Chapter 4). The chart is provided so that priorities can be easily reevaluated on an annual basis.

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### ORGANIZATION AND PARTNERSHIPS





Many regional public and private agencies contributed to the 2000-2001 success of the byway management plan effort. Although the byway at this time lacks a well-developed and funded organizational structure, many local, private and public agencies, organizations, and

groups are available existing marketing efforts, coordinating with state and regional partners in promotional efforts byway promoters should seek to “piggy-back” on wherever possible.











*A View of Bear Lake from the Hillside above Garden City, UT*



Below is a partial list of potential byway activists and partners:

IMPLEMENTATION MATRIX				
PROJECT LOCATION		DESCRIPTION	PROJECT IMPLEMENTATION ACTION	COST
Site #1		Bear Lake Portal and Overlook	Task 1 - Site Acquisition	\$160,000.00
			Task 2 - Install Portal Sign	\$15,000.00
			Task 3 - Install Byway Signs (4)	\$2,000.00
			Task 4 - Construct Overlook	\$141,100.00
			Task 5 - Construct Rest Rooms	\$80,000.00
			Task 6 - Construct Boardwalk	\$9,900.00
			Task 7 - Construct Interpretive Kiosk	\$22,000.00
			Task 8 -	
			<b>TOTAL</b>	<b>\$430,000.00</b>
Site #2		Gutzon Borglum Monument	Task 1 - Site and Plaza Improvements	\$28,000.00
			Task 2 - Install Parking Improvements	\$18,000.00
			Task 3 - Install Byway Signs (4)	\$2,000.00
			Task 4 - Install Interpretive Sign	\$6,000.00
			Task 5 - Borglum Monument	N/A
			Task 6 -	\$0.00
			Task 7	\$0.00
			Task 8 -	\$0.00
			<b>TOTAL</b>	<b>\$54,000.00</b>
Site #3		Bear Lake State Park	Task 1 - Develop Park Master Plan	\$20,000.00
			Task 2 - Build Park Improvements	\$400,000.00
			Task 3 - Install Interpretive Signs (2)	\$6,000.00
			Task 4 - Install Byway Signs (4)	\$2,000.00
			Task 5 -	\$0.00
			Task 6 -	\$0.00
			Task 7	\$0.00
			Task 8 -	\$0.00
			<b>TOTAL</b>	<b>\$428,000.00</b>
Site #4		Minnetonka Cave	Task 1 - Install Byway Signs (6)	\$3,000.00
			Task 2 - Install Interpretive Signs (3)	\$9,000.00
			Task 3 - Interpretive Information	\$4,000.00
			Task 4 -	\$0.00
			Task 5 -	\$0.00
			Task 6 -	\$0.00
			Task 7	\$0.00
			Task 8 -	\$0.00
			<b>TOTAL</b>	<b>\$16,000.00</b>



IMPLEMENTATION MATRIX				
PROJECT LOCATION		DESCRIPTION	PROJECT IMPLEMENTATION ACTION	COST
Site #5		Bear Lake National Wildlife Refuge	Task 1 - Construct Visitor/Office Facility	\$300,000.00
			Task 2 - Construct Observation Sites (4)	\$48,000.00
			Task 3 - Install Interpretive Signs (6)	\$18,000.00
			Task 4 - Construct Overlook Tower	\$35,000.00
			Task 5 - Develop Trails	\$10,000.00
			Task 6 - Install Byway Signs (6)	\$3,000.00
			Task 7	\$0.00
			Task 8 -	\$0.00
			<b>TOTAL</b>	<b>\$414,000.00</b>
Site #6		Paris Tabernacle and Historic District	Task 1 - Improve Welcome Signs (2)	\$4,500.00
			Task 2 - Install Byway Signs (4)	\$2,000.00
			Task 3 - Update Brochures (2)	\$5,000.00
			Task 4 - Develop Auto Tour	\$2,500.00
			Task 5 -	\$0.00
			Task 6 -	\$0.00
			Task 7	\$0.00
			Task 8 -	\$0.00
			<b>TOTAL</b>	<b>\$14,000.00</b>
Site #7		The National Oregon/California Trail Center	Task 1 - Install Byway Signs (7)	\$3,500.00
			Task 2 - Install Byway Guide Signs (2)	\$4,000.00
			Task 3 - Complete O/C Trail Center	\$100,000.00
			Task 4 - Develop Auto Tour Brochure	\$2,500.00
			Task 5 - Install Interpretive Sign	\$3,000.00
			Task 6 - Publish Auto Tour Brochure	\$5,000.00
			Task 7 - Washington St. Gateway	\$50,000.00
			Task 8 - Tree Corridor - US 30	\$15,000.00
			Task 9 - Update Downtown Revitalization	\$20,000.00
			Task 10 - Trail Development	\$15,000.00
			<b>TOTAL</b>	<b>\$218,000.00</b>
Site #8		Oregon/California Trail Portal	Task 1 - Install Byway Signs (4)	\$2,000.00
			Task 2 - Install Portal Sign	\$15,000.00
			Task 3 - Install O/C Trail Kiosk	\$65,000.00
			Task 4 - Re-open Rest Area	N/A
			Task 5 - Install Interpretive Signs (3)	\$9,000.00
			Task 6 - Develop Trails	\$10,000.00
			Task 7 - Site Improvement & Turn Bay	\$120,000.00
			Task 8 -	\$0.00
			<b>TOTAL</b>	<b>\$221,000.00</b>

IMPLEMENTATION MATRIX				
PROJECT LOCATION		DESCRIPTION	PROJECT IMPLEMENTATION ACTION	COST
Site #9		Georgetown Relief Society Hall	Task 1 - Install Byway Signs (4)	\$2,000.00
			Task 2 - Make Site Improvements	\$10,000.00
			Task 3 - Install Interpretive Sign	\$3,000.00
			Task 4 - Develop Trails	\$10,000.00
			Task 5 -	\$0.00
			Task 6 -	\$0.00
			Task 7	\$0.00
			Task 8 -	\$0.00
			<b>TOTAL</b>	<b>\$25,000.00</b>
Site #10		Bear River Overlook	Task 1 - Install Byway Signs (4)	\$2,000.00
			Task 2 - Acquire Property	\$60,000.00
			Task 3 - Make Site Improvements	\$132,100.00
			Task 4 - Install Interpretive Signs (4)	\$6,000.00
			Task 5 - Turn Bays	\$60,000.00
			Task 6 -	\$0.00
			Task 7	\$0.00
			Task 8 -	\$0.00
			<b>TOTAL</b>	<b>\$260,100.00</b>
Site #11		Sulphur Springs	Task 1 - Install Byway Signs (4)	\$2,000.00
			Task 2 - Negotiate Easement	\$10,000.00
			Task 3 - Make Site Improvements	\$10,000.00
			Task 4 - Install Parking/Cul de sac	\$25,000.00
			Task 5 - Install Interpretive Sign	\$3,000.00
			Task 6 - Develop Trails	\$2,000.00
			Task 7	\$0.00
			Task 8 -	\$0.00
			<b>TOTAL</b>	<b>\$52,000.00</b>
Site #12		Soda Springs Geyser	Task 1 - Install Byway Signs (6)	\$3,000.00
			Task 2 - Install Portal Sign	\$15,000.00
			Task 3 - Streetscape Improvements	\$60,000.00
			Task 4 - Auto Tour Brochure	\$2,500.00
			Task 5 - Lodging Study	\$7,500.00
			Task 6 - Entrance Beautification	\$24,000.00
			Task 7 - Downtown Revitalization Plan	\$20,000.00
			Task 8 -	\$0.00
			<b>TOTAL</b>	<b>\$132,000.00</b>

IMPLEMENTATION MATRIX						
PROJECT LOCATION		DESCRIPTION	PROJECT IMPLEMENTATION ACTION	COST		
Other Related Improvements						
US 89 (Utah to St. Charles)		Bikelane	Task 1 -			
			Task 2 -			
			Task 3 -			
			Task 4 -			
			Task 5 -			
			Task 6 -			
			Task 7 -			
			Task 8 -			
			TOTAL			\$3,200.00
			OVID		Ovid Corner - Geometric Improvements	Task 1 -
Task 2 -						
Task 3 -						
Task 4 -						
Task 5 -						
Task 6 -						
Task 7 -						
Task 8 -						
TOTAL						\$450,000.00

Bear Lake County  
Bear Lake Development Corporation  
Bear Lake Regional Commission  
Bear Lake Valley Convention & Visitors Bureau  
Caribou County  
City of Bennington  
City of Georgetown  
City of Montpelier  
City of Paris  
City of Soda Springs  
City of St Charles  
Idaho Museum of Natural History  
Idaho Travel Council  
Idaho State University Geology Department  
Montpelier Ranger District  
PacificCorp (Utah Power-Scottish Power)  
Pioneer Country Travel Council  
The Greater Bear Lake Valley Chamber of Commerce  
The National Oregon/California Trail Center  
US Bureau of Land Management  
USDA Forest Service, Soda Springs Ranger District

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## **BYWAY FUNDING SOURCES AND STRATEGIES**

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### Funding Sources

The Byway Planning Committee will need to utilize a variety of funding sources to implement the Oregon Trail-Bear Lake Byway Corridor Management Plan. The agencies and organizations represented on the planning committee will seek funding from a wide variety of sources including federal, state and local government and agencies, grants, foundations, corporations, interest groups, service organizations and the general public. Examples of funding opportunities include the following:

### Idaho Transportation Department (ITD)

Idaho Transportation Department is the key player in the disbursement of state and federal funds for roadway projects. When a project is selected for funding, it should be actively supported by a concerned group of citizens. There must be a need for the project and this need must be adequately presented to ITD. This process can be very political and time-consuming. The committee needs to be an advocate for the recommended improvements for the Oregon Trail-Bear Lake Scenic Byway. The committee must maintain contact with elected officials, the ITD district staff, the Planner and District Engineer for District 5, and the Idaho Transportation Board. The committee's goal is to reinforce the value of the byway to Southeastern Idaho's economy as well as to produce and support the necessary applications for improvements to the byway. Some of the funds that ITD oversees include:

- ?? Surface Transportation Program (STP). This program, administered by the Idaho Transportation Department, provides funding for the reconstruction or rehabilitation of roadways on the state highway system. This includes interstate, U.S., and state highway routes. The funds originate from the Federal Highway Administration (FHWA), which covers 92.66% of the costs of the project. These projects are identified and prioritized by ITD district engineers.
- ?? STP Local Rural. The STP program is further divided into urban and rural elements. STP rural funds are allocated to local county road departments and highway districts. The ITD Board has designated a total of 6.3% of the total annual TEA-21 formula funding for local rural projects.



Projects are selected through competitive application to the Local Highway Technical Assistance Council (LHTAC).

- ?? STP Safety. Funds for projects to reduce accidents at identified hazardous locations and for bicycle and pedestrian safety improvements are available through this program. Final selection of projects is by the Idaho Transportation Board. Evaluation of project sites is based upon an ITD safety review and a safety benefit to project cost ratio. Ten percent of the project costs are to be paid by the sponsor.
- ?? STP Enhancement. Enhancement funds are available for projects in 13 categories. Some relevant to the byway are: facilities for pedestrians and bicycles; acquisition of scenic easement and scenic or historic sites; scenic or historic highway programs including the provision of tourist or welcome centers; landscaping and other scenic beautification; historic preservation; control and removal of outdoor advertising; archaeological planning and research; and mitigation to address vehicle-caused wildlife mortality while maintaining habitat connectivity. Projects are selected through an annual statewide application process and prioritized by the Enhancement Advisory Committee established by the Idaho Transportation Board.
- ?? National Scenic Byway Program. Funding is available for routes that have been designated as historic, scenic byways, or backcountry byways. All applications for road or enhancement work on the byway are made to the Idaho Transportation

Board. ITD does not, however, make the decision on which projects will be funded. This decision is made through a nationally competitive process. Currently, the state of Idaho does not have any byways with a “national” designation.

State Funded Program (ST). This program is for roadways on the state highway system. It has no federal participation. Generally, the projects in this program are smaller than federally funded projects. They typically are pavement resurfacing, or smaller bridge or safety projects. These projects need to be identified and prioritized by the ITD district engineers based upon roadway condition, public involvement, funding availability and project costs.



*West side of Bear Lake looking northeast*

The Idaho Transportation Board makes the final decision and selection of these projects.

## Idaho Department of Commerce

The Idaho Department of Commerce is a good resource when seeking funds. The Department includes offices of tourism and community development that oversee dispersal of funds at the local level. It should be noted that in the 2001 Legislative session, Governor Kempthorne is proposing that tax revenues be made available particularly to the rural areas of Idaho for economic development activities and infrastructure. A call to the Department of Commerce at (208) 334-2470 is recommended.

✍ Travel Grant Program. Money is available through the Travel Grant Program, funded by a 2% lodging tax paid by travelers and collected by Idaho hotel, motel and private campground owners. Its mission is to stimulate and expand the state's travel industry through local efforts and matching funds. Grant applications from non-profit chambers of commerce, convention and visitor bureaus, and regional travel organizations are due the first Monday in June. Technical and marketing assistance is available to tourism suppliers interested in pursuing the international travel market.

✍ Community Development Block Grant (CDBG). Federal monies for local city and county improvements are administered by the Department of Commerce. The CDBG program provides grant monies, on a competitive basis, for downtown revitalization, sewer and water facilities, fire stations, housing and other eligible projects.

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## **SERVICE STRATEGIES**

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### Byway Accommodations, Services and Events

A current inventory of the byway's accommodations, services and events are provided in the Appendix. One of the byway's greatest potentials is to "grow" new economic development opportunities and specialty niches. More overnight accommodations and services are needed to serve the byway, especially outside the larger towns of Montpelier and Soda Springs. Many people recreate and stay on the Utah side of Bear Lake where access to the lake and boating is more available and plentiful. One of the goals of the byway is to capture some of those year-round dollars.

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## **DOWNTOWN REVITALIZATION**

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A key strategy to improve and expand commercial services to support the byway is to establish a regional Main Street program. The communities of Montpelier, Soda Springs, Georgetown, Paris, St Charles, and Bennington have the potential to be strong attractions for visitors.

A regional Main Street program (modeled after the National Main Street Center's four-point approach) can assist and advise byway towns on downtown revitalization techniques. An initial component is hiring a Main Street manager to act as a circuit-rider coordinator, who would help renovate older buildings, promote special events, recruit new business and seek funding. Another area where Main Street can help is in assisting communities to improve their entryways. With the assistance from Main



*Downtown Montpelier*

Street, community organizations and citizen volunteers can work together to plant trees, mow grass, and maintain appropriate signage. Funding is available to help downtown revitalization, historic preservation, entryway improvements and other relevant community development programs.

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## **MAINTENANCE STRATEGY**

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Adopt-a-Highway and Adopt-a-Byway Site programs are recommended to help maintain the Oregon Trail-Bear Lake Scenic Byway. Byway site maintenance includes trash collection, general site upkeep, vandalism repair, snow removal, graveling and periodic grading of parking areas.

Adopt-a-Byway Site Program: A key component of the byway is to encourage local adoption of the 12 byway sites. The program could be patterned after the

successful Adopt-a-Highway program that helps pick up litter. The program expands local awareness of the byway and its historic assets as well as to create a stronger sense of local ownership for these sites and reduce maintenance costs. Similar programs elsewhere have shown that local volunteerism, particularly with youth, tends to reduce vandalism.

# CHAPTER 9

## BYWAY EVALUATION

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### **BYWAY MANAGEMENT COMMITTEE AND IMPACT ASSESSMENT**

In 2000, the byway management team organized as a multi-jurisdictional effort to produce the byway management plan. Interested representatives from byway communities, local, state and federal agencies and private businesses, and property owners joined together in a remarkable effort. It is important that this effort continue. Following the adoption of the byway plan and the dissolution of the management team, it is important that a permanent byways steering committee is organized to continue this noteworthy effort.

*Bear Lake National Wildlife Refuge*



The byways steering committee must be committed to the long-term implementation of tasks, funding, management

and evaluation of the byway. As a regular management tool, the committee should assess byway impacts that may include:

- ✍ Surveying visitors to identify visitor satisfaction/dissatisfaction with services and attractions. The University of Idaho's Department of Resource Recreation and Tourism is a valuable source for evaluation of the byway's marketing strategies. A local survey of visitors will also provide feedback on the success of improved byway services and facilities.
- ✍ Research to determine local economic impacts of the byway.
- ✍ Monitoring traffic and truck usage and accident rates. The Idaho Transportation Department publishes traffic data including traffic volumes and accident records annually for SH 89 and 30.

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## NATIONAL SCENIC BYWAY STATUS

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There are numerous ways that the local communities and stakeholders can continue to develop the Byway. Many are identified in Implementation, Chapter 8. Perhaps one of the most far-reaching considerations may be for the byway committee to apply for funding from the National Scenic Byways Program for a National Scenic Byways designation. This funding requires a completed corridor management plan (i.e., this document). At this time, the consensus of the byway management team is not to pursue designation as a National Scenic Byway at this time. In the future the committee may want to reconsider the advantages and disadvantages of a National Scenic Byway designation. If successful in obtaining a national designation, the byway will have access to additional funds for improvements, marketing and technical assistance.

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## BYWAY EXPANSION

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Byway management team members discussed future strategic expansion of the byway. Generally, it was felt that the byway could benefit from an additional link connecting SH 30 (Oregon Trail-Bear Lake Scenic Byway) to I-15. This extension could incorporate historic Lava Hot Springs into the byway as well as a side loop route to historic Bancroft. Bancroft is located approximately 7 miles off of SH 30. Another advantage to this added link is the Portneuf Greenway Trail System, which anticipates future expansion from Pocatello to Lava Hot Springs.

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## ANNUAL BYWAY REVIEW

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Annually, a short report prepared by the byway committee should be published and provided to interested Byway agencies and representatives. This “report card” should address the success (and delays) of implementing tasks, funding, visitors, local involvement and other indicators that the committee defines. This annual review provides a written history of the byway efforts and facilitates the continuity of the byway management team.



*Bear River Valley*

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## ANNUAL MEETING

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It is recommended that an annual “State of the Byway” meeting be organized by the byway management committee to discuss the byway status, successes, efforts, partners, funding and management. Invitations to the meeting should be extended to the public and especially the stakeholders, property owners, city/county officials and representatives with interest in the byway. In addition, this meeting is the time to reassess goals for the upcoming year.



# CHAPTER 10

## APPENDIX

ACCOMMODATIONS			
Name	City	Type	Number/Type
Summit View	Georgetown	Campground	20 Spaces
Elbow	Montpelier Canyon	Campground	20 Spaces
Montpelier Canyon	Montpelier	Campground	13 Spaces
Montpelier Creek KOA	Montpelier	Campground	50 Spaces
Rendezvous Village RV Park	Garden City, UT	Campground	30 Spaces
Budget Motel	Montpelier	Motel	
Clover Creek Inn	Montpelier	Motel	
Fisher Inn	Montpelier	Motel	
Super 8 Motel	Montpelier	Motel	
Park Motel	Montpelier	Motel	
Three Sisters Motel	Montpelier	Motel	
Emigration C.G.	Ovid	Campground	26 Spaces
Paris Springs C.G.	Paris	Campground	11 Spaces
Eight Mile C.G.	Soda Springs	Campground	7 Spaces
Mill Canyon	Soda Springs	Campground	10 Spaces
Trail Motel and Restaurant	Soda Springs	Campground	17 RV Spaces
Bear Lake State Park	St. Charles	Campground	48 Spaces
Best Western	Soda Springs	Motel	

Motel			
Brigham Young Lodge & Trailer Court	Soda Springs	Motel	9 RV Spaces
Caribou Lodge & Motel	Soda Springs	Motel	
JR Inn	Soda Springs	Motel	
Lake View Motel & Trailer Park	Soda Springs	Motel	
Trail Motel & Restaurant	Soda Springs	Motel	
Oregon Trail Park	Soda Springs	Campground	
Enders Hotel	Soda Springs	Bed & Breakfast	
Cedars & Shade Campground	St. Charles	Campground	100 Spaces
Cloverleaf	St. Charles	Campground	19 Spaces
Minnetonka RV & Campground	St. Charles	Campground	30 Spaces
North Canyon Overflow	St. Charles	Campground	10 Spaces
Porcupine	St. Charles	Campground	12 Spaces
St. Charles C.G.	St. Charles	Campground	6 Units

FOOD SERVICES	
Name	City
Bear Lake West Restaurant	Fish Haven
Gladys's Place Fresh Deli	Fish Haven
Bud's Family Café	Montpelier
Butch Cassidy's Restaurant	Montpelier
Canyon Inn Supper Club (Wyoming)	General
Dan's Drive Inn	Montpelier
Erin's Drive Inn	Montpelier
Loops at the Bridge	Montpelier
Pizza Alley at Jolara Lanes	Montpelier
Ranch Hand Truck Stop	Montpelier
Studebaker's Pizza	Montpelier
Subway Sandwiches	Montpelier
Taco Time	Montpelier
Hermitage	Paris
Paris Café	Paris
Betty's Café	Soda Springs
Caribou Mountain Pizza & Grill	Soda Springs
Cedar View Supper Club	Soda Springs
Ender's Café	Soda Springs
Jack's Arctic Circle	Soda Springs
Joey's Italian Pizzeria	Soda Springs
Lish's Ice Mill (Shaved Ice)	Soda Springs
Crystal Cottage	Soda Springs
Subway	Soda Springs
Tosoiba Lanes/King Pin Pizza	Soda Springs
Trail Motel and Restaurant	Soda Springs
Stockman's Grill	Soda Springs
LaBean's Drive In	Soda Springs
Soda Shop	Soda Springs
Bear Cave Drive Inn	St. Charles
Minnetonka Market & Café	St. Charles

RENTALS	
North Beach Watercraft Rental	Bloomington

ATTRACTIONS		
Bear Lake State Park	North Beach	Day Use Only
Bear Lake State park	East Beach	Campground, Day Use, Dump Station, Boat Ramp
Bear Lake National Wildlife Refuge	North End Bear Lake	
Minnetonka Cave	St. Charles Canyon	Daily Tours, Summer Season
Paris Historical Tabernacle	Paris	Tours (Memorial - Labor Day)
Paris Historical Museum	Paris	Home tours Artifacts, Photos (Memorial Day - Labor Day)
The National Oregon/ California Trail Center	Montpelier	
Rails & Trails Museum Basement of The National Oregon/California Trail Center	Montpelier	Memorial Day - Labor Day

ENTERTAINMENT		
Golf	Fish Haven	Golf Course
Golf	Montpelier	Golf Course
Center Theatre	Montpelier	Open Daily
Golf	Soda Springs	Golf Course
Idan-Ha Drive In Theater	Soda Springs	Theater
Idan-Ha Theater	Soda Springs	Theater

EVENTS		
Bear Lake Ranger Chuck wagon Breakfast, Pageant at Paris Tabernacle, Parade & Youth Rodeo	Paris	July 4 <sup>th</sup> Celebration
Chuck wagon Breakfast, Fireworks on "M" Hill	Montpelier	July
Cowboy Days, Craft Fair, Rodeo, Concerts	Montpelier	July
Oregon Trail Art Fest	Montpelier	July
Oregon Trail Rendezvous	Montpelier	July
Pioneer Days	Montpelier	July
Bear Lake County Fair	Montpelier	August
Caribou Classic Snowmobile Hill Climb	Soda Springs	January
Soda Springs Winter Carnival	Soda Springs	February
Karen Moon Memorial Winter Triathlon	Soda Springs	March
Logan's Run - ½ mile to 5K family event	Soda Springs	May
Chesterfield Town site Memorial Day Celebration	Soda Springs	May
July 4 Celebration: Breakfast, parade, sports, and theater.	Soda Springs	July
Sports Club Run & Ride Event	Soda Springs	July
Geyser Days: 4x4 Mud Racing	Soda Springs	August
Annual Christmas Craft Bazaar	Soda Springs	November
Annual Christmas Park Lighting Ceremony	Soda Springs	November

## POTENTIAL SITES FOR FUTURE DEVELOPMENT

The byway management team has identified a number of other key scenic, recreational and historical sites. This listing serves as a future reference for further byway enhancement projects, once the primary site improvements are completed. These potential sites for future development are not prioritized. Some of these features are on private land and it is not our intent to infringe upon private land rights. However, in the future, opportunities may arise to acquire these features through a willing seller/buyer arrangement, a donation, or a cooperative agreement.

Bear Lake Hot Spring Resort: Located 2.8 miles east of the Lifton Pumping Station the private resort, which is signed off US 89, is working to upgrade the facility to its former resort days. The resort with its pool and boats was hurt in the 1920s when the lake level fluctuated and the old hotel was lost in the 1940s. Today the mineral water springs with its therapeutic power are piped to an indoor pool. The large site along the lake offers a small restaurant/store and campsites.

Bennington: Settled in 1864 by Mormons, the area remains a ranching and farming community. The Oregon Trail follows the route of US 30. A potential interpretive site could be Scholer Park with its old school house, park swings and old merry-go-round. Another site is the Amos Wright cabin.



*Former Ovid School Building*

Near Bennington Mavin's Museum features local history in a log building. Mavin Sparks, who recently passed away, started the one-room museum in the 1960s.

Bloomington Canyon: Handsome Victorian houses are located along a 2-mile paved entrance to the scenic canyon. Access up Bloomington Canyon is for high clearance vehicles only.

Bloomington Lake: This high elevation (8,200 feet) 10-acre glaciated lake has a spectacular setting of cliffs and water falls. It is located 9 miles from US 89 and is accessible only by high clearance vehicles. The last one-quarter mile is limited to foot travel.

Fish Haven: A summer Bear Lake campsite for Shoshone Indians, later a beautiful resort spot and lakeshore for summer cabins. A number of early resorts were hurt by fluctuations of the lake. During the early 1900s a substantial commercial fishery operated on Bear Lake, catching Bonneville cisco – a fish found nowhere else. Commercial fishing was outlawed in the 1920s. Most uses today are summer homes and condominiums.

Anna Nielson Scofield House: Located at 2788 US 89 in Fish Haven, the historic house sits on a large parcel on the east side of the highway, which reaches the shore of nearby Bear Lake. It illustrates the rural architectural development of the community and is a fine example of local Folk Victorian architecture. The house is one of the few historic structures in Fish Haven that retains its historic character and is listed on the National Register of Historic Places.



*Mavin Sparks One-Room Local Museum.*

Georgetown Canyon: Meade Peak: At 9,957 feet this peak is the highest point in southeast Idaho. It is accessible by the Snowdrift Mountain Trail.

Ovid: Settled in 1864 and named for a town in New York by Charlie Rich. A small fort was built here. Located at the junction of US 89 and SH 36. A good side trip from Ovid is to Emigration and Strawberry Canyons, to Mink Creek and Preston. Along SH 36 a Pioneer Mail Route monument (No. 61) erected by Daughters of Utah Pioneers marks the first mail route and telegraph line in Idaho.

Paris Ice Cave: An ice cave of blue limestone and ice formation about 18 by 40 feet. The ice never melts in this small cave located in Paris Canyon.

Paris Springs: Small springs in Paris Canyon.

William and Nora Ream House An especially elaborate Queen Anne-Colonial Revival style house sited one-mile south of the center of Dingle. Also known as Arcadia Farm. Owned by Ream Family Association.

Sherman Peak: Located in the Cache National Forest at an elevation of 9,682 feet.

Shoshone Indian Trail: Indians traveling to and from Bear Lake and Cache Valley used this route. Later mail carriers used the route during the summer and winter.



*Bloomington Lake*

Swan Lake: Located less than a mile off US 30, an arch of stone, 500 feet wide and 40 feet high has impounded a reservoir clear across the mouth of Swan Lake Creek. Swan Lake is on private property and past abuses led owners to limit use and make it a walk-in day use area only. Nearby is the Swan Lake Gulch trail skirting 8,302 feet Sulphur Peak.



# CHAPTER 11

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